

GRAIN DEALERS JOURNAL

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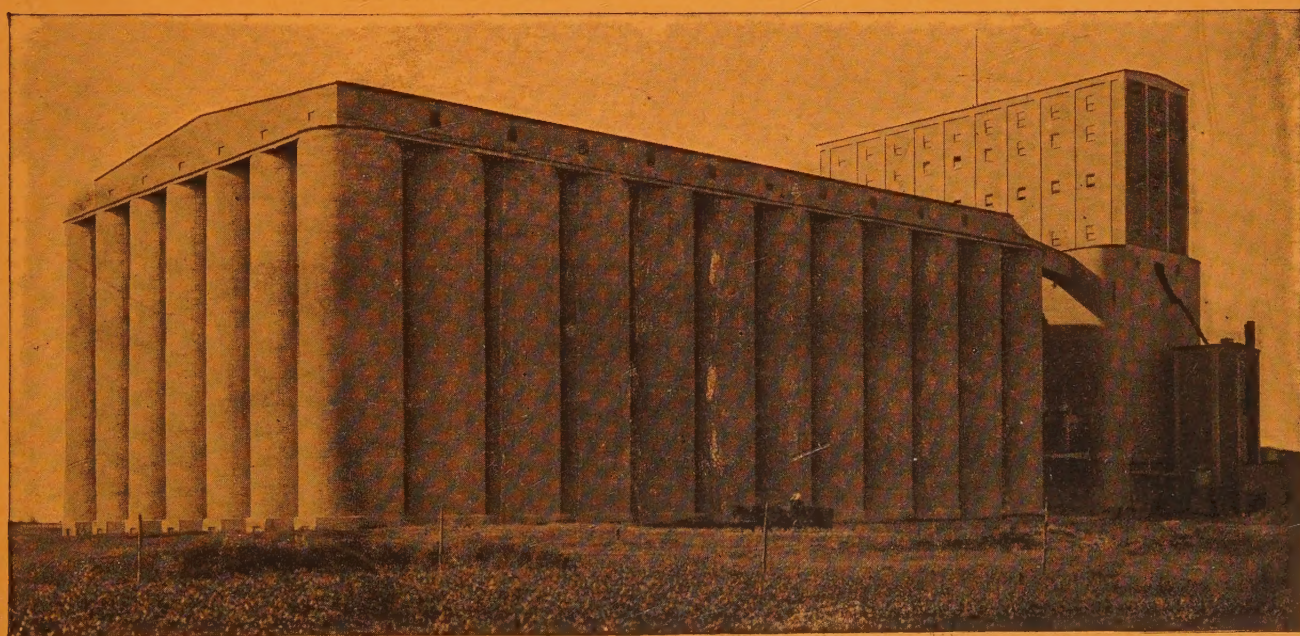
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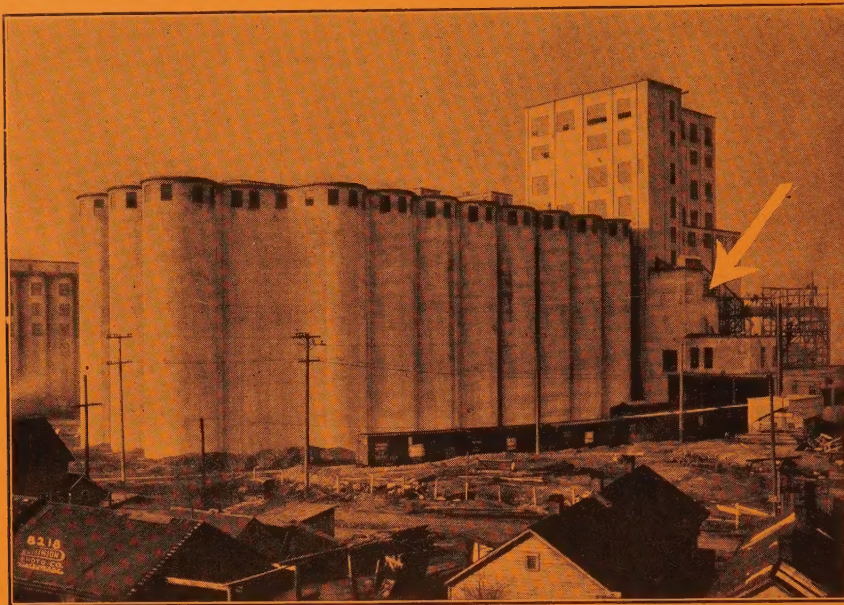
Solving the Farm Riddle

Premium Adjustment Insurance
on Grain

An Extra Tax for the Feed Dealer



The Canadian Government's Reinforced Concrete Elevator at Saskatoon, Sask.



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HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

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Enid Milling Company.*
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Feuquay Grain Company.*
Geis-Price Elevator Company.
Goltry Grain Company.
Henry Grain Company, John.*
Humphrey Grain Company, E. R.
Johnston, W. B.*
Randels-Williams Grain Company.*

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Rogers, J. E., poultry feed & grain.
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Thresher Grain Co., R. J., grain commission.*
Uhlmann Grain Co., grain merchants.*
Udike Grain Corp., consignments.
Vanderslice-Lynds Co., commission.*
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Wolcott & Lincoln, consignments, futures.*
Wilser Grain Co., consignments.*

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Fraser-Smith Co., grain merchants.*
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Stuhr-Seldl, shippers grain and feed.*
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Hamilton Co., grain, feed, flour, hay, buckwheat.*

(Continued on next page.)

*Members Grain Dealers National Association.

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

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Knight & Co., grain brokers.
Therrien, A. F., broker.

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Hardeman-King Co., millers, grain dealers.*
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Mashburn Grain Co., grain and feeds.
Mid-State Grain Co., The, grain & feed mchts.*
Okla. City Mill & Elevtr. Co., millers, gr. dealers.*
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Polson Grain Co., mill wheat specialists.
Scannel Grain Co., E. M., grain and feed.
Stowers Grain Co., W. B., grain comm. mchts.*
Stinnett Grain Co., grain merchants.*
Vandenburgh, Jesse, milling wheat.
White Grain Co.*
Winters Grain Co., grain merchants.

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Trans-Mississippi Grain Co., receivers and shippers.*
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Cleveland Grain & Mfg. Co., grain commission.
Cole Grain Co., Geo. W., receivers and shippers.*
Dewey & Sons, W. W., grain commission.*
Feltman Grain Co., C. H., grain commission.

PEORIA (Continued)

Luke Grain Co., grain commission.*
McFadden & Co., G. C., grain commission.*
Miles, P. B. & C. C., grain commission.*
Turner Hudnut Co., receivers and shippers.*

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Stites, A. Judson, grain and millfeed.*

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McCague, Ltd., R. S., grain, hay.*
Stewart & Co., Jesse C., grain and mill feed.*

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Balbach, Paul A., grain buyers, all markets.

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Norton Grain Co., consignment specialist.*

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Hall Grain Co., Marshall, grain merchants.*
Hunter-Robinson Mfg. & Gr. Co., grain, feedstuffs.*
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Martin Grain Co., grain commission.*
Martin & Knowlton Grain Co., grain merchants.*
Morton & Co., grain commission.*

ST. LOUIS (Continued)

Nanson Commission Co., grain commission.*
Picker & Beardsley Com. Co., grain and grass seed.*
Turner Grain Co., grain commission.*

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Custenborder & Co., E. T., buyers-sellers grain.*
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Southworth & Co., grain and seeds.*
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After you have read them, consider carefully whether you are not better off with
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GRAIN and FEED
Own and Operate the
IRON CITY GRAIN ELEVATOR
PITTSBURGH, PA.
Branch Office at Clarksburg, W. Va.

ESTABLISHED 1872
R. S. McCAGUE, Ltd.
Receivers and Shippers
Corn, Oats, Hay and Mill Feed
PITTSBURGH, PA.

When writing advertisers mention the Grain Dealers Journal of Chicago which works to improve your trade conditions. By so doing you help it and your own business.

DENVER

Grain shippers who are anxious to get the most from their grain will find it to their advantage to investigate the merits of the Denver market. After a thorough investigation it is a known fact that it will receive your shipments. Any of the Grain Exchange members listed below will be glad to give you any information you may desire. Better still—ship at least one car to any of them and be convinced.

Houlton Grain Co.
Wholesale Grain.
Get in touch with us.

Farmers Union Mlg. & Elev. Co.
Millers and Grain Merchants.
38th and Wynkoop Sts.

O. M. Kellogg Grain Co.
Receivers shippers of all kinds of grain.

The Conley-Ross Grain Co.
Wholesale Grain.

The Ady & Crowe Mercantile Co.
Grain, Hay, Beans.

Rocky Mountain Grain Co.
Grain Merchants—Export and Domestic.

Note:—All grain bought by members of the Denver Grain Exchange which is graded at Denver and which does not come up to contract grade is discounted by three disinterested members of the Exchange when discount is not provided for in the contract.

Grain Exchange
Members

OMAHA

Grain Exchange
Members

CORN—WHEAT—NATURAL & SULPHURED OATS AND BARLEY
RECEIVERS @ SHIPPERS
UPDIKE GRAIN CORPORATION
ELEVATOR CAPACITY 4,600,000 BUSHELS
O M A H A
CHICAGO—KANSAS CITY—DES MOINES—SIOUX FALLS—LINCOLN

CROWELL ELEVATOR COMPANY
Receivers and Shippers
GRAIN
Consignments Solicited
OMAHA

Board of Trade
Members

PEORIA

Board of Trade
Members

P. B. and C. C. Miles
Established - 1875
Incorporated - 1910

Peoria, Illinois
Handling Grain on Commission Our Specialty

Turner-Hudnut Company
Receivers **GRAIN** Shippers
42-47 Board of Trade

W. W. DEWEY & SONS COMMISSION MERCHANTS
33-35 Board of Trade, Peoria, Ill.

La Porte, Ind.—The Journal is an interesting grain trade paper and we could suggest no improvements.—Pinola Co-operative Co.

Produce Exchange
Members

NEW YORK

Produce Exchange
Members

L. W. FORBELL & CO.
Strictly Commission Merchants
Specialists in WHEAT, CORN, OATS
Consignments Solicited
340-342 Produce Exchange, NEW YORK, N. Y.

Buyers—Quote Us
M. B. JONES & CO.
Produce Exchange, New York, N. Y.

Send Your Offerings to
The Abel-Whitman Co., Inc.
Grain — Feed — Brokerage
511 Produce Exchange, New York, N. Y.

RECEIVERS, SHIPPERS AND BROKERS

E. A. Grubbs Grain Co.
BUYERS—SHIPPERS
Wheat — Corn — Oats
Established 1884 Greenville, Ohio

E. P. BACON CO.
Grain Commission Merchants
Sellers of Cash Grain and
Field Seeds on Consignment
MILWAUKEE—CHICAGO—MINNEAPOLIS

E. H. BEER & CO., INC.
Successors to
Chas. England & Co., Inc.
GRAIN—HAY—SEEDS
Commission Merchants
308-310 Chamber of Commerce, Baltimore

Merchants Exchange
Members

ST. LOUIS

Merchants Exchange
Members

PICKER & BEARDSLEY COM. CO.
"THE CONSIGNMENT HOUSE OF ST. LOUIS"
GRAIN, HAY, GRASS SEEDS, KAFIR, MILO
125 MERCHANTS EXCHANGE BLDG **ST. LOUIS, MO.**

**MARTIN & KNOWLTON
GRAIN CO.**
SUCCESSORS TO
GOFFE & CARKENER CO.
Receivers and Shippers **St. Louis, Mo.**

Nanson Commission Co. GRAIN, HAY and SEEDS
202 Merchants Exchange Bldg., **ST. LOUIS, MO.**

LANGENBERG BROS. GRAIN CO. **St. Louis**
Established 1877 **New Orleans**

A STRICTLY Consignment House for your
GRAIN — HAY — SEEDS
Jostes-Lusk Grain Co.
ST. LOUIS, MO.
"Each shipment given our personal attention"

Corn Exchange
Members

BUFFALO

Corn Exchange
Members

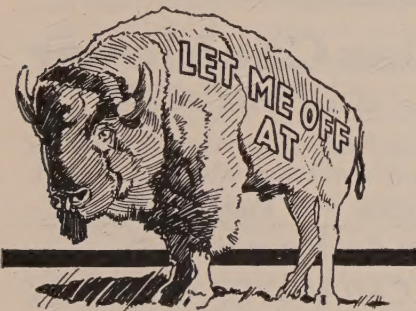
McConnell Grain Corporation
Strictly Commission and Brokerage
Buffalo, N. Y.

Armour Grain Co.
Grain Merchants
Buffalo, N. Y.

CARGILL GRAIN CO., Inc.
821 Chamber of Commerce
BUFFALO, N. Y.
We Deliver What We Sell

J. G. McKILLEN, INC.
RECEIVERS
Consignments a Specialty
BUFFALO NEW YORK

Read the Advertising pages.
They contain many stories of interest.
The *Grain Dealers Journal* pre-
sents only reputable concerns.



Oct. 18, 19, 20, 1926.

10,000 SHIPPERS
Are now using

**TYDEN
CAR SEALS**

Bearing shipper's
name and consecu-
tive numbers.

Prevent
CLAIM LOSSES

Write for samples
and prices

INTERNATIONAL SEAL & LOCK CO.

Chas. J. Webb, Vice President
617 Railway Exchange Bldg., **Chicago, Ill.**



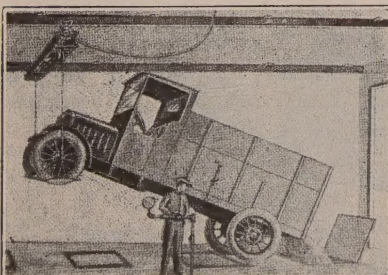
**CONE-SHAPE
GRINDERS**

It PAYS TO GRIND ALL GRAINS
Look to the Grinders. They do the
work! Bowsher's Cone-Shape
grinders are the correct principle
in Feed Mill construction. They
mean larger grinding surface
close to center of Shaft; thus More
Capacity, Lighter Draft, Longer Life.

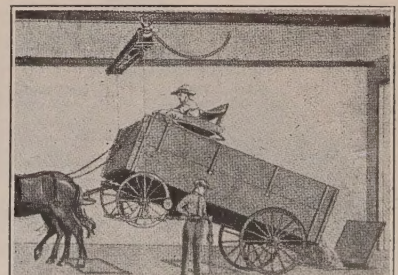
"Desire to express my appreciation
of the long-lasting, trouble-proof
Bowsher. Have used a No. 4 ten years
with less than One Dollar per year for
repairs." *E. W. Watt, Jacobsburg, O.*

10 sizes; 2 to 25 H. P. Write
for free catalogue. **G. I.**
N. P. BOWSHER CO., SOUTH BEND, IND.

STONE'S VEHICLE DUMP



Adjustable to all conditions.
Will dump any size wagon or truck, either long or
short, wide or narrow.
Can be used with or without scales.
You can drive on from either end of driveway.
Being portable, will dump into any number of sinks.
Located above driveway, reserving all space below
for the storage of grain.
Operated by one man.
Is strong and substantially constructed, entirely of
steel.
Will last a lifetime.
Operated by compressed air.
You do not have to close your elevator to install a
Stone's Vehicle Dump, as it is complete and is
placed in your driveway like a piece of furniture in
your home—without the expense of building a house
around it.



R. C. STONE ENGINEERING CO., - - 320 Merchants Ex. ST. LOUIS, MO.

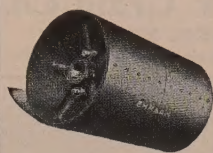
THESE BIG MILLING COMPANIES

Know Equipment and Have Used

"EHRSAM"



The fact that Ehrsam Elevating, Conveying and Transmission Equipment has been furnished in Grain Elevators for the following Big and Well Known Companies during the past two years is evidence, we think, that Ehrsam Equipment satisfies the most exacting equipment buyers.



Washburn Crosby, Kansas City, Mo.
El Reno Mill & Elevator Co., El Reno, Okla.

Eagle Milling Co., Edmund, Okla.

W. J. Lawther, Dallas, Texas.

Acme Milling Co., Oklahoma City, Okla.

Kimbell Milling Company, Ft. Worth, Texas

Liberty Mills, San Antonio, Texas.

The above elevators built by

Jones-Hettelsater Constr. Co.
Kansas City, Mo.



"EHRSAM" Grain Handling Milling Equipment

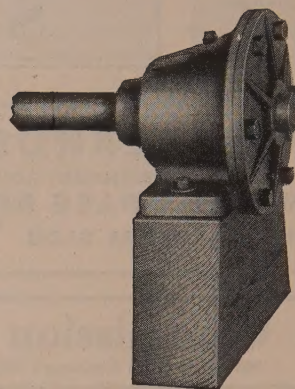
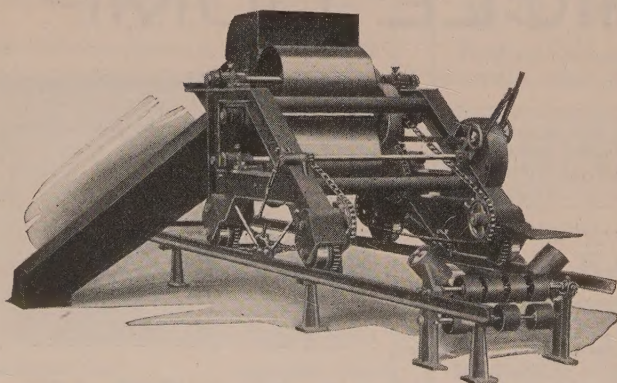
Expert Ehrsam Engineers are always glad to counsel and advise in connection with Grain Handling and Milling Equipment problems. Why not write us today?

J. B. Ehrsam & Sons Mfg. Co.
ENTERPRISE, KANS.

Manufacturers of Machinery for Flour Mills, Grain Elevators, Cement Plaster Mills, Salt Plants, Coal Handling and Rock Crushing Systems, Fertilizer Factories, Power Transmission, Elevating and Conveying Equipment.



**FREE
CATALOG**



Beryl Elevator Backstop

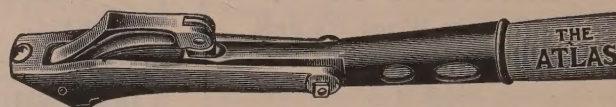
U. S. Patent, July 1923

Now you can buy a Backstop at a price within reach of all. The Beryl replaces one head shaft bearing, holds instantly, releases instantly and runs in oil.

BUILT AS STRONG AS ITS SHAFT

Write for Booklet

LINK BELT SUPPLY CO.
Minneapolis, Minn.



The Atlas Car Mover

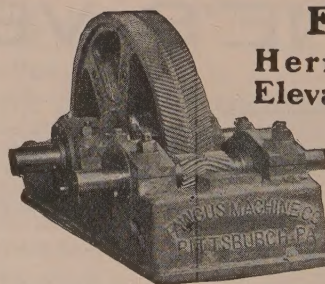
The Car Mover With Power

When you put an Atlas under the wheels of a car there is never a question about moving it.

Compound Action Fully Guaranteed

The Best Car Mover on Earth

APPLETON CAR MOVER COMPANY
Appleton, Wisconsin



FAWCUS

**Herringbone Gear
Elevator & Conveyor
Drives**

Save 25% to 50% in maintenance and operating costs.

Gears enclosed in dust proof and oil tight cases with roller bearings.

Efficient - Durable - Compact

FAWCUS MACHINE COMPANY
Pittsburgh, Penn.



After years
of hard service

HYATTS show no wear

Maintenance costs on Hyatt-ized grain conveyors are so low as to be practically negligible. Hyatts require lubrication only once every three or four months. In all grain elevator equipment they have a record of 100% performance, without repairs or replacements.

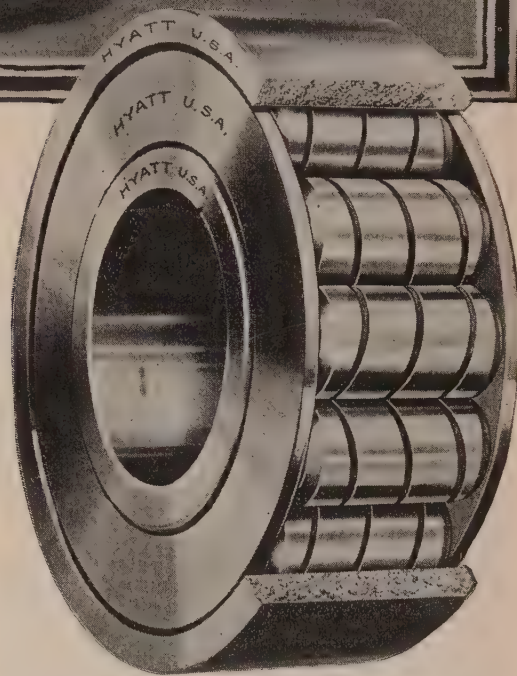
Hyatt Roller Bearings help your other mechanical parts last longer, and function easier. They usually pay their cost of installation—in lubricant, labor and power savings—the first year of their operation.

When you install Hyatt Roller Bearings on your conveyors, you throw your production into full speed permanently. Tests made under actual operating conditions show that the horse-power required to drive a loaded belt is more than 50% lower with Hyatt-equipped conveyors.

Hyatt bearings are furnished for reduction gears, pillow blocks, idler drive, head, tail, takeup, bend and snub pulleys, trippers and elevator leg head, boot and back leg idler pulleys.

HYATT ROLLER BEARING COMPANY

Newark	Detroit	Chicago	San Francisco
Worcester	Philadelphia	Charlotte	
	Pittsburgh	Cleveland	



In gear drives and pulleys, Hyatt Roller Bearings eliminate all possibility of hot journals, reducing fire hazards. Bulletin No. 1015 gives further information on Hyatt-ized conveyor and elevator equipment.

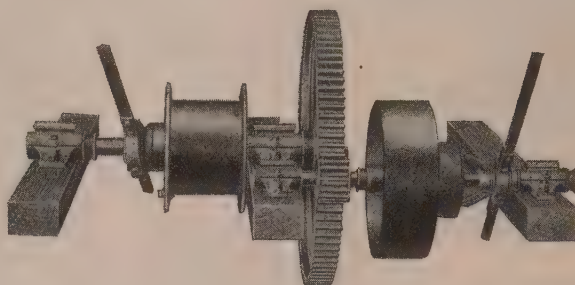
HYATT

ROLLER BEARINGS

WESTERN CAR PULLERS

Wire
Rope

Single Drum
and
Double Drum



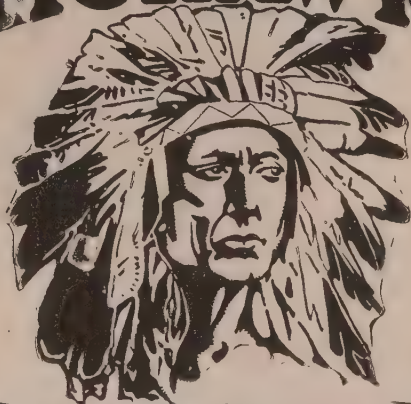
Manila
Rope

A Complete Line of High Grade
Grain Elevator Machinery, Shellers and Cleaners

We can make prompt shipment

Union Iron Works, Decatur, Illinois

MOHAWK



RUBBER BELTING

For many years the Standard Belting for elevators.

Specify this belting when contracting to build or remodel.

Demand it when ordering direct.

The Gutta Percha & Rubber-Mfg. Co.
301 W. Randolph St. CHICAGO
New York Boston Philadelphia San Francisco Seattle

INLET



DAY Dust Collectors

have been standard equipment in better grain elevators for over forty years.

There's a Reason

The Day Company
Dust Collecting Engineers

1023-5 Lyndale Ave., N. Minneapolis, Minn.



THE NEW BADGER CAR MOVER

30 DAYS'
FREE
TRIAL

Will spot your cars cheaply, easily and without delay.

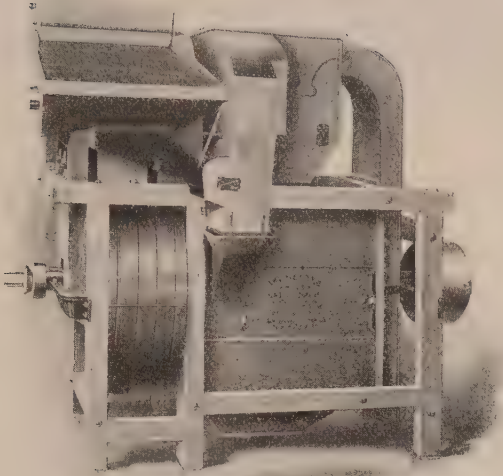
Its patented features and quality materials make it the most efficient and durable mover being sold.

Try it out for thirty days in your plant,

THE ADVANCE CAR MOVER CO., APPLETON, WIS.



"Eureka"—"Invincible" Grain Cleaning Machinery



HEAVY RAINS WILL MEAN—

Leggy, Sprouted Wheat—
Rusty Oats and Soft Corn

The Best Salvage Machinery--

Corn and Grains:

Drying with the "Invincible-Rolfe"
Dryer.

Wheat and Oats:

Scouring or Clipping on "Eureka" or "Invincible" Machines.



Write Us for Details

S. HOWES CO., Inc.

**INVINCIBLE GRAIN CLEANER CO.
SILVER CREEK, N.Y.**



"EUREKA" - "INVINCIBLE" GRAIN CLEANING MACHINERY



Humphrey Elevator

Lowers Labor Costs

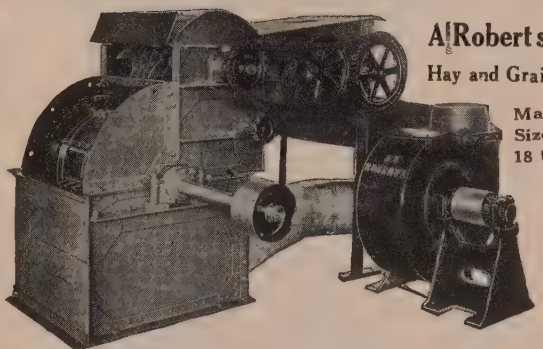
The Humphrey Employees' Elevator makes your men accomplish more in less time. It saves labor—your highest expense item—and it saves your money.

Its endless belt with steps every 20 feet carries employees up or down—without loss of time or energy and without the expense of an attendant. Write for complete information.

There is Only One Genuine Humphrey Elevator

HUMPHREY ELEVATOR CO.

919 Division Street, Faribault, Minn.



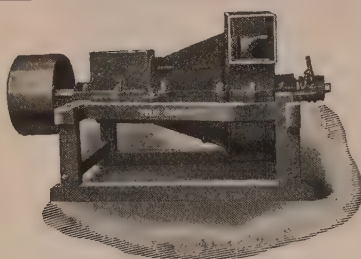
Robert's No. 24
Hay and Grain Grinder

Made in All
Sizes From
18 to 50 in.

S K F
Bearings
Belt or
Direct
Drive

THE ROBERTS MILL & MACHINERY CO.
1725-31 Blake St., DENVER, COLO.

Mfrs. of Hay and Grain Grinders, Syrup Mixers, Meal Packers



Corn Shellers
Yes!
Still in Business
Our 65 Years' Experience Gives You
the Best for Less.

Have your elevator fully equipped
BY

The Sidney Grain Machinery Co.

Sidney, Ohio

Successors to the Philip Smith Mfg. Co.

ACCURATE WEIGHTS

can only be obtained with good weighing instruments.

RICHARDSON SCALES are the most accurate for weighing grain to cars or into sacks.

RICHARDSON SCALE COMPANY

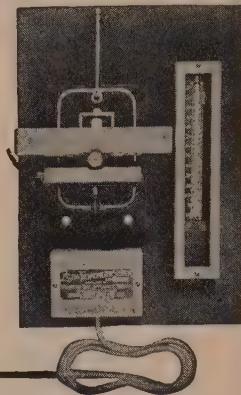
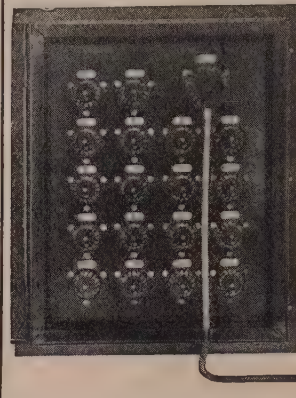
Clifton, New Jersey

Wichita

Omaha

Minneapolis

Chicago



The "ZELENY" Protects Your Grain

A Few
Zeleny
Installations

Cargill Grain Co.
Pillsbury Flour
Mills
Bartlett Frasier
Co.
Uddike Grain
Co.
Armour Grain
Co.
Larabee Flour
Mills
New Orleans
Public
Elevator
Maney Milling
Co.
Buckeye Cotton
Oil Co.
Red Star Milling
Co.

It is a simple device for testing the condition of grain stored in bins or tanks, by giving at all times the accurate temperature of the grain, not merely at the bottom and the top of the bins, but at intervals of five feet up through the bins. It saves you money by eliminating unnecessary turning of grain, which entails shrinkage, time, labor, power and wear on machinery; prevents bin-burned grain; increases working capacity of plants by saving time.

Further data will be furnished on request.

Zeleny Thermometer Co.
542 S. Dearborn St. CHICAGO

Too Many Buyers

Read this letter received from
Cook Bros., Woodward, Iowa.

Grain Dealers Journal, Woodward, Iowa.
Chicago, Ill.

Gentlemen:—You may take out our two ads as we have received two checks for the mill and closed a deal for a motor, both results from the first issue of your Journal containing our ad.

Yours very truly,
COOK BROTHERS.

Here are the ads referred to

MACHINERY FOR SALE

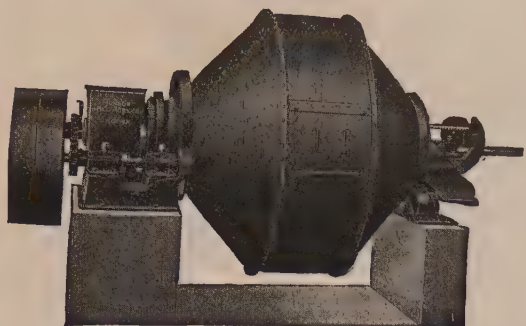
FOR SALE—Three Roll Willford Mill in good condition; \$50.00 buys it. Cook Bros., Woodward, Iowa.

DYNAMOS AND MOTORS

We want a 7 to 10 Horse Direct Current 600 Volt, about 1000 Revolutions per minute, Electric Motor. Write Cook Bros., Woodward, Iowa.

This is only one of many instances where the "WANTED—FOR SALE" columns of the Grain Dealers Journal, Chicago, have proven to grain elevator owners the logical market place for Second-Hand Machinery.

These ads cost but 25c per type line each insertion.



MUNSON SUPERIOR BATCH MIXER

All metal construction.

5 H.P. to mix a ton of feed or a ton and a half of scratch grains.

Quick, thorough mix—Complete discharge.

MUNSON MILL MACHINERY CO., Inc.

213 Seward Ave. Established 1825 Utica, N. Y.

REPRESENTATIVES

F. J. Conrad.....Cedar Rapids, Ia.
Strong-Scott Mfg. Co.....Minneapolis, Minn.
A. D. Hughes Co.....Wayland, Mich.
H. C. Davis.....Bonner Springs, Kans.

"After we had the feed all in the mixer (½ Ton Superior) the customer decided to add five pounds of fine charcoal and this sure did decide the mixing qualities of the machine, for you could see the charcoal distributed thoroughly over the entire batch."

Most batch mixers let light ingredients float to the top of the batch, so if you are mixing light and heavy stock, as this Pennsylvania miller does, catalog 41 should interest you.

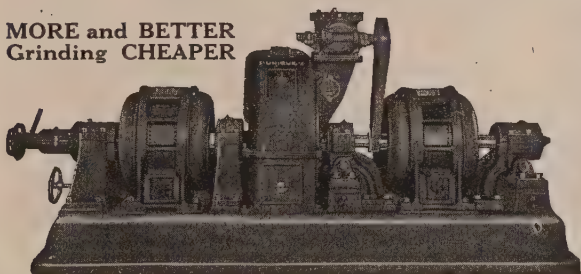


Munson Mill Machinery Co., Inc.
213 Seward Ave., Utica, N. Y.
Without obligating me, send me Batch Mixer catalog.
Name
Address

For Greatest Profit In
Feed Grinding, Employ The

UNIQUE BALL BEARING ATTRITION MILL

MORE and BETTER
Grinding CHEAPER



The patented curved arm runnerhead admits of producing a greater volume of grinding.

The tramming device insures uniformity of products at all times.

The improved grinding plates—the high grade ball bearings—and the general substantial construction insure that this increased amount of uniform grinding will be done at the lowest possible cost for general maintenance.

We shall be glad to send you complete description on request. Write us.

ROBINSON MFG. CO.

42 Robinson Bldg. MUNCY, PA.

CHICAGO OFFICE—111 W. JACKSON BLVD.

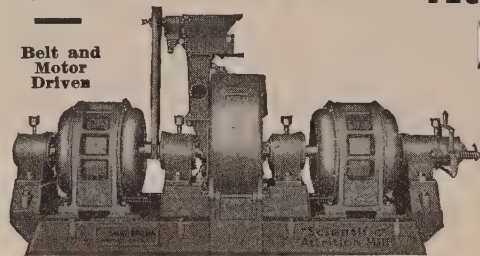
The Bauer

Heavy Duty

Attrition Mills

"The Mill
that Fills
the Bill"

Belt and
Motor
Drives



Accessible
Interior
Self Tram-
ming
Safety Quick
Release

Enclosed Type Ventilated Motors

Furnished when desired. Ammeters furnished
with all direct motor driven mills

PUT YOUR GRINDING PROBLEMS UP TO BAUER

Bauer Attrition Mills are made by Attrition Mill Specialists who have made a lifetime study and world-recognized success in building Attrition Mills that increase the output, decrease milling costs and put the Grinding Business in the profit-making class. The Bauer Engineering Department is at your service without cost to you. Let Bauer solve your Grinding Problems.

Send for Catalog

THE BAUER BROS. CO.

506 BAUER BLDG. SPRINGFIELD, OHIO
Makers of Bauer Attrition Mills, Corn Crackers, Cake
Breakers, Centrifugal Reels, etc.

Capacity
5,000,000
Bushels



Equipped with
Four Stewart
Link-Belt
Grain Car
Unloaders

Pennsylvania R. R. Elevator, Baltimore—The Most Modern Elevator in the World

Designed and Constructed by

James Stewart and Company, Inc.

W. R. Sinks, Mgr. Grain Elevator Dept.

1210 Fisher Bldg., Chicago, Ill.

Designers and Builders of GRAIN ELEVATORS in All Parts of the World



One of a
Group of Elevators

Built by us at Port Arthur. The group includes elevators for

The James Richardson & Sons, Limited.

The Saskatchewan Co-operative Elevator Co., Limited.

The Grain Growers' Grain Company, Limited.

THE BARNETT-McQUEEN COMPANY, LIMITED

Designers and Builders of GRAIN ELEVATORS

Offices: Fort William Ont., Duluth, Minn. Minneapolis, Minn.



Missouri Pacific Railroad Co.

2,500,000 Bu. Concrete Grain Elevator

St. Louis, Mo.

DESIGNED AND BUILT BY

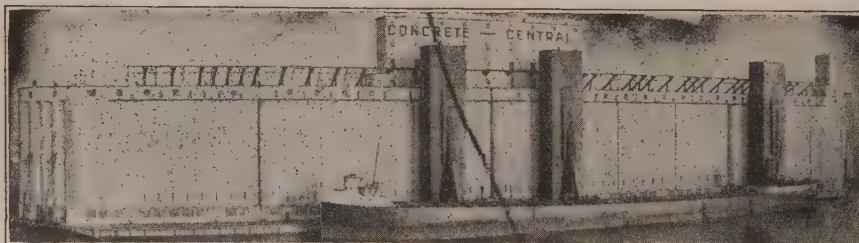
Folwell-Ahlskog Co.

Engineers and Constructors

323 N. Michigan Ave.

Chicago, Ill.

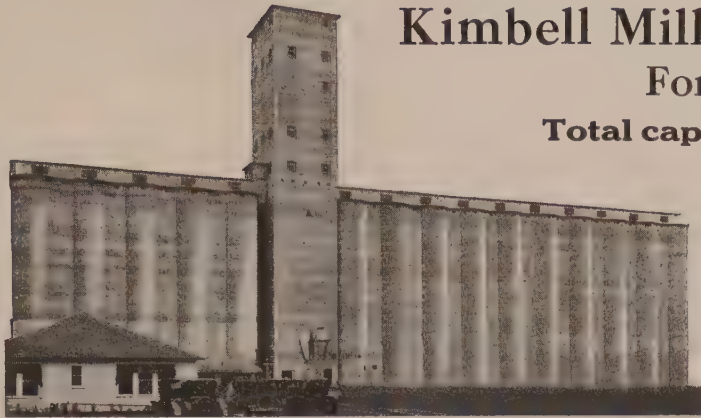
Operated by
The Eastern Grain,
Milland Elevator
Corporation



Concrete-Central
Elevator, Buffalo, N. Y.
Capacity
4,500,000 Bushels

Designed and Built by

Monarch Engineering Company
Buffalo, N. Y.



Kimbell Milling Company Elevator Fort Worth, Texas

Total capacity 1,100,000 bushels

First unit including headhouse with 550,000 bus. storage completed 1924; second unit 250,000 bus. storage completed 1925; third unit 300,000 bus. storage (not shown in engraving) now under construction.

Designed and Built by

Jones-Hettelsater Construction Co.

Grain Elevators—Flour and Feed Mills

708-9 Mutual Bldg. Kansas City, Mo.



Santa Fe Elevator "A"

Kansas City, Kans.

**Capacity
6,500,000 Bushels**

John S. Metcalf Co.

Grain Elevator Engineers and Constructors

111 W. Jackson Blvd., Chicago 54 St. Francois Xavier St., Montreal 837 W. Hastings St., Vancouver, B. C.



The Baltimore and Ohio R. R. Co.'s
Baltimore, Md.

Terminal Grain Elevator

Capacity 3,800,000 Bushels

*The Most Rapid Grain Handling
Plant in the World*

Constructed by

THE M. A. LONG CO.

Engineers and Constructors

Grain Elevator Department

Baltimore

Maryland

2,500,000 Bu. Terminal Grain Elevator

Designed for

The Philadelphia Grain Elevator Company

Port Richmond

BY

FEGLES CONSTRUCTION CO., Ltd.

ENGINEERS—CONTRACTORS

Minneapolis, Minn.

Fort William, Ont.



GRAIN ELEVATOR BUILDERS



Patented

Folwell-Sinks Form Lifting

JACKS and Steel Yokes

for Grain Elevator, Silo and
Coal Pit Construction

Write for literature and prices

Manufactured and Sold by

NELSON MACHINE CO.
WAUKEGAN, ILL.

Younglove Construction Company

Grain Elevators, Transfer Houses,
Coal Pockets, Feed Plants
Wood or Fireproof Construction

*"If Better Elevators are Built
They will STILL be Youngloves"*

SPECIALIZING
Concrete Pits that ARE Waterproof

418 Iowa Bldg.,
Sioux City, Iowa

Box 1172
Fargo, N. Dak.

L. D. Rosenbauer, Pres.
H. P. Roberts, V. Pres.

L. W. Ledgerwood, Sec.
A. E. Owens, Supt. Cons.

Southwestern Engineering Company

Designers and Builders of
MODERN MILLS,
ELEVATORS and
INDUSTRIAL PLANTS
SPRINGFIELD, MO.

C. T. Stevens

C. E. Roop

C. B. Barutio

Stevens Engineering & Construction Co., Incorporated
Designers and Builders—GRAIN ELEVATORS—WAREHOUSES—FLOUR and FEED MILLS
1207-8-9 LANDRETH BUILDING ST. LOUIS, MISSOURI

Weller Metal Pmts. Co.

Chicago Office Factory
505 Webster Bldg. Hammond, Ind.
SHEET METAL WORK
Grain Elevators a Specialty

CRAMER BUILT

is the mark designating the best in Grain
Elevator Construction at normal prices

W. H. Cramer Construction Co.
NORTH PLATTE, NEBR.
Plans and Specifications Furnished

A. F. ROBERTS ERECTS FURNISHES

ELEVATORS
CORN MILLS
WAREHOUSES
PLANS
ESTIMATES
MACHINERY

SABETHA

KANSAS

J. E. STEVENS

53 Devonshire St. Boston, Mass.
Designer and Builder of
MODERN GRAIN ELEVATORS

S. E. DYSON

Chandlerville, Ill.

Building and Repairing
Grain Elevators

RELIANCE Construction Co.

Board of Trade
Indianapolis, Ind.

Designers and Constructors
of the better class of grain
elevators—concrete or wood.

HICKOK Construction Co. MINNEAPOLIS ELEVATORS

★ ★ The Star Engineering Company ★ ★

Specialists in
Grain Elevator Construction

Our elevators stand every test,
Appearance, Strength, Durabil-
ity and Economy of Operation.

Estimates and information promptly furnished

Wichita, Kansas

Want a Job?—Advertise in the Situation Wanted
columns of the Grain Dealers Journal

L. J. McMILLIN
ENGINEER and CONTRACTOR of
GRAIN ELEVATORS
Any Size or Capacity
523 Board of Trade Bldg., Indianapolis, Ind.

HORNER & WYATT

Designers of

Flour Mills and Grain Elevators,
Warehouses, Power Plants and
Industrial Buildings.

Preliminary Sketches and Estimates,
Valuations and Reports.

New Board of Trade, Kansas City, Mo.

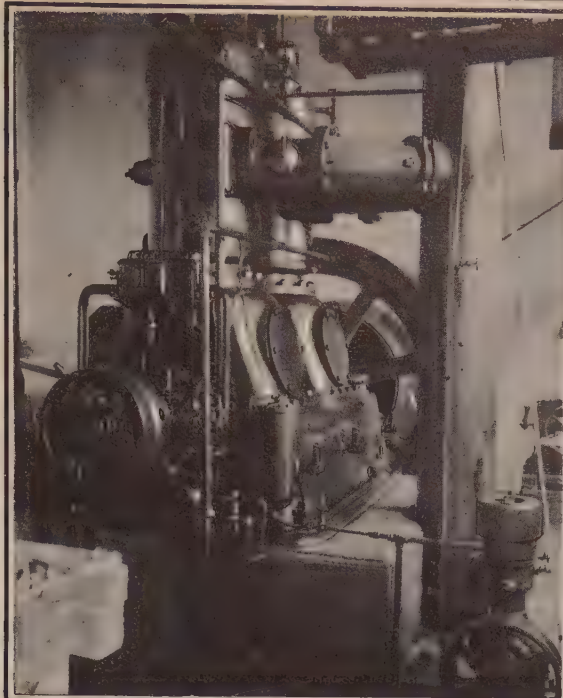
For elevator and mill supplies we
issue a net price catalog. If in
the market write us for one.

WHITE ★ STAR ★ CO.
WICHITA, KANSAS

It is the returns from advertising that
permits the maximum of service to our
readers. Please specify the *Grain
Dealers Journal* when writing an
advertiser.

GRAIN and COAL ELEVATORS
T. E. IBBERSON CO.
CONTRACTING ENGINEERS
MINNEAPOLIS, MINN.

By mentioning the Grain Dealers Journal of Chicago when writing its advertisers you
help it to more efficient work in improving grain trade conditions.



Fairbanks-Morse Engine operated by Harlan City Roller Mills

Paid for itself in two years —then paid dividends

Facts are their own argument—and one demonstrated fact is the superiority of the Fairbanks-Morse Diesel for mill or elevator power. The proofs are all around you—records of drastic power cuts in plants like yours. Here is a typical instance of it:

For more than 18 years the Harlan City (Iowa) Roller Mills had been using a steam plant which ranked as a highly efficient plant of its kind. Seven years ago this mill installed a 75-hp. F-M Diesel. In commenting on this engine, L. H. Rasmussen of the Harlan City Roller Mills said:

"Fairbanks-Morse & Co. put up such a strong guarantee that we signed a contract for one of their engines and in due time the new engine was installed. It started up without a hitch and we have kept it running every day and part time at night up until about August 1, 1925, when we sold this 75-horsepower engine and put in one of the 100-horsepower Type 'Y' engines, having reached a point where we were overloading the smaller engine.

"We have been milling in different parts

of the country for the last 40 years. We have used water, steam and electric power, but we have never in all these years found any power that is as economical for operating as an oil engine. It gives us steady and even power from morning till night or until the oil is shut off. There is no fire to bank, no coal to handle, nor ashes to wheel out.

"As near as we can estimate, it takes about three-quarters of a gallon of lubricating oil at about 64 cents per gallon for 11 hours run, and the fuel oil runs from 5 cents to 6 cents per gallon, f.o.b. Harlan. It takes from about 45 to 50 gallons a day with full load to grind flour and feed. We would figure it costs us about 5 cents to make a barrel of flour.

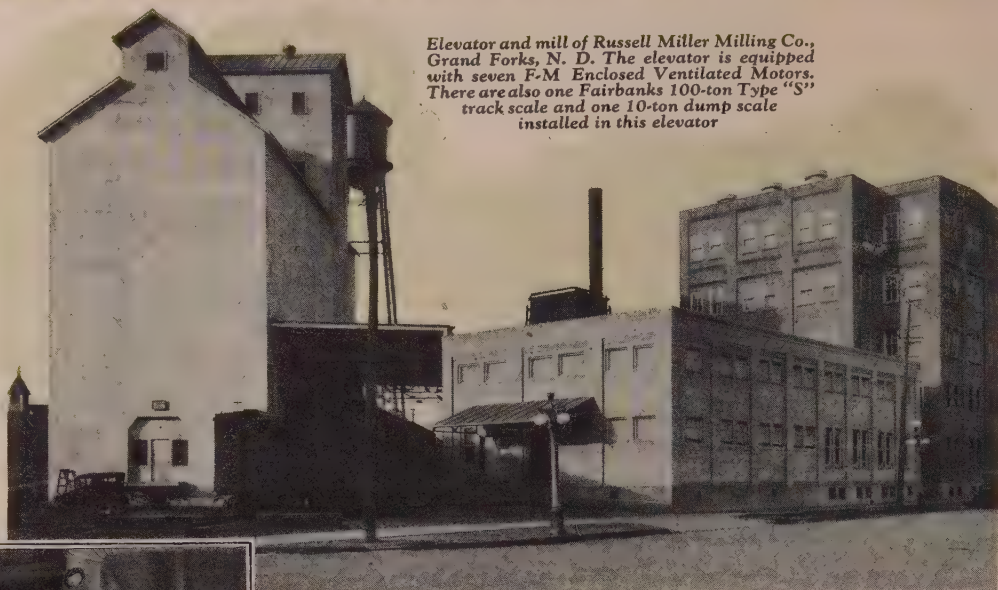
"We can't understand why so many small mill plants want to fool around with an old style steam plant or other expensive power when they can go ahead and buy an oil engine that will cut their power expenses down to almost nothing."

The modern handwriting is on the wall. The F-M Diesel is coming your way. Ask for records of typical F-M equipped plants.

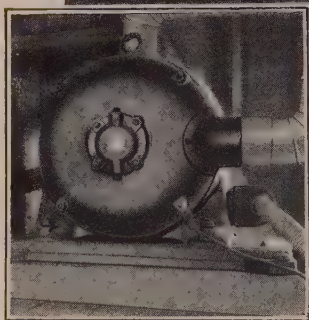
FAIRBANKS - MORSE

DIESEL ENGINES · PUMPS · MOTORS





Elevator and mill of Russell Miller Milling Co., Grand Forks, N. D. The elevator is equipped with seven F-M Enclosed Ventilated Motors. There are also one Fairbanks 100-ton Type "S" track scale and one 10-ton dump scale installed in this elevator



One of the Type "EH" Enclosed Ventilated Motors in the elevator illustrated above

Underwriters' approved

The Fairbanks-Morse Enclosed Ventilated Ball-Bearing Motor is the result of exhaustive studies of elevator and flour mill requirements.

Electrical elements are completely enclosed by a strong cast-iron shell. Any possible sparks from either mechanical or electrical sources are confined within the motor. Fire and explosion hazards are eliminated.

Although completely enclosed, this type of motor runs cool as a result of carefully planned ventilation in which clean air, drawn from out of doors, is circulated throughout the interior.

Like all F-M Ball-Bearing Motors the enclosed ventilated type requires lubricating only once a year and this is practically the only attention ever needed. This motor is recommended by the Mutual Fire Prevention Bureau for use in mills and elevators for minimum insurance rates.

Mail the coupon for descriptive bulletin

FAIRBANKS, MORSE & CO., Chicago
28 branches throughout the United States at your service

FAIRBANKS-MORSE

MOTORS · DIESEL ENGINES · PUMPS

A816-A(E0)A22.1

FAIRBANKS, MORSE & CO.
900 South Wabash Avenue, Chicago

Please send bulletins covering the following items:

- ☐ Enclosed Ventilated Motors
- ☐ Diesel Engines
- ☐ Pumps
- ☐ Fairbanks Scales

Name _____
Address _____
Company _____



Cover's Dust Protector

Rubber Protector. \$2.00
Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.
H. S. COVER
Box 404 South Bend, Ind.



When In Minneapolis
Stay At

**The
NEW NICOLLET
HOTEL**

Opposite Tourist Bureau on
Washington Avenue
The Northwest's Finest Hotel.
600 rooms with bath or
connecting.
Every room an outside room.
Largest and Finest Ballroom
in Northwest.

Rates:

59 Rooms at \$2.00	257 Rooms at \$3.60
68 Rooms at \$2.50	41 Rooms at \$4.00
84 Rooms at \$3.00	38 Rooms at \$5.00
Suites and Special Rooms at \$6.00 to \$9.00.	

**MAIN DINING ROOM
COFFEE SHOP**

3 Blocks from both Depots, Retail Center and Wholesale Center.

Under Management
W. B. Clark

**WHY-A-LEAK
—STOP IT—**

BAD ORDER CARS

cause the loss of many hard earned dollars to shippers of grain and seed.

MUCH OF THIS LOSS can be saved by the use of Kennedy Car Liners. These car liners practically condition a bad order car and enable shippers to load cars that otherwise would be rejected.

KENNEDY SYSTEM of car liners prevents leakage in transit and are made for all cases of bad order cars, consisting of full Standard Liners, End Liners and Door Liners.

WILL YOU NOT give us an opportunity to submit full details of our system and the low cost for this protection? We are confident this would demonstrate to you the efficiency and money saving merits of our car liners.

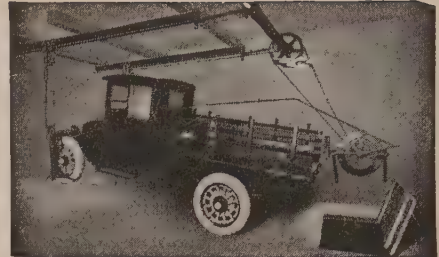
**THE KENNEDY CAR LINER &
BAG COMPANY**

SHELBYVILLE, IND.

Canadian Factory at Woodstock,
Ontario

Kansas City, Kan.—I like to know what is new and of interest in my line of work and your Journal fills the bill.—F. A. Peterson, ass't supt., Simonds-Shields-Lonsdale Grain Co.

Ponca City, Okla.—I have been a subscriber for twenty years and have found the Journal a real help and a wonderful publication for the grain trade.—J. S. Hutchins.



**McMillin Wagon & Truck Dump
THE POWERFUL DUMP**

Dumps either **WAGONS** or **TRUCKS**.

Handles either **SHORT** or **LONG-COUPLED** vehicles.

One dump door is all that is required regardless of length of vehicle.

By extending track the one device will dump into several dump doors. Can be operated by hand or power. **TWO HORSE** power motor is sufficient.

No mechanism under driveway floor.

Does not interfere with scales should dump be near or through scales.

Under full control of the operator at all times.

No delicate parts.

Rugged—Durable—Substantial—Practical

Many satisfied users.

For further information, address

L. J. McMILLIN

Board of Trade Bldg. Indianapolis, Ind.

**UNIVERSAL
Grain Code**

Designed especially to reduce telegraph tolls, to prevent expensive errors and to protect the business of grain dealers and millers. Its 150 pages contain 14,910 code words and no two spelled near enough alike to cause an error. Includes Supplement of code words for the new Federal wheat, corn and oats grades.

Code is 4½x7 inches, printed on policy bond, bound in black flexible leather. Price \$3.00.

You can greatly reduce your telegraph tolls by using the Universal. Try it.

Grain Dealers Journal

309 So. La Salle St.

Chicago, Ill.

**Duplicating Wagon Load
Receiving Book**

This book is designed to facilitate the work of country buyers during the busy season when each farmer is hauling a number of loads at a time. The above illustration shows the left hand side of the sheet which remains in the book. The outer half has the same rulings, but is printed on the other side of the sheet, so that when sheet is folded back on itself, and a sheet of carbon is inserted, an exact duplicate will be made of each entry. Each page has room for 33 loads and is machine perforated down the middle so outer half may be torn out and given to the farmer or sent to headquarters of line company.

The book is 12x12 inches, check bound with canvas back, contains 225 leaves ruled both sides, and nine sheets of carbon.

Order Form 66. Price \$3.00. Weight 4 lbs.

Grain Dealers Journal

309 So. La Salle St.

Chicago, Illinois

Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE.

ILLINOIS—30,000 bu. grain elevator located in Champaign County, good condition. Selling on account of death of owner. Address 57R4, Grain Dealers Journal, Chicago, Ill.

SCOTIA, NEBRASKA—Scotia Grain & Supply Co. offers for sale a 25,000 bu. tile grain elevator, also a \$10,000 stock of hardware and implements. Only elevator in town. Address Louis Bremer, Scotia, Nebraska.

NORTHERN ILLINOIS—Seven grain elevators for sale with coal, fence, lumber and building supply yards at small stations, good proposition, reasonably priced, no trades. Will sell one or more or all together. Address Holcomb-Dutton Lumber Co., Sycamore, Ill.

MICHIGAN Grain, Bean and Feed Elevator, fully equipped, in city of 30,000 population, fine grinding and retail trade. Will sell on easy terms or will sell half interest to working partner. Might consider some trade. Address 57T17, Grain Dealers Journal, Chicago, Ill.

NORTHWESTERN OHIO—Modern electrically equipped grain elevator for sale, also flour and feed warehouse. Doing good wholesale and retail business. Modern equipment for handling coal. Ample territory in best grain section. Write 57R19, Grain Dealers Journal, Chicago, Ill.

EASTERN KANSAS—Best small line of elevators offered for sale account of owner having "made his" and wishes to retire. Four modern ironclad elevators. Live in city and visit all stations daily. Have earned enough in two seasons to pay for price asked. Address 57N12, Grain Dealers Journal, Chicago, Ill.

S. W. MINNESOTA—35,000 bu. elevator for sale, all newly repaired, new 10 ton Howe scale and Kewanee all steel truck lift. Electric power; large corn crib; farm implement and coal sheds; good condition; fine agricultural section. Account of age desire to retire. Address 57T9, Grain Dealers Journal, Chicago, Ill.

NORTHERN INDIANA 80,000 bu. grain elevator for sale, located 65 miles from Chicago with access to 5 railroads; power oil, oil tank capacity 2 carloads. Good coal business and other sidelines, also have radio in well equipped office. Fine territory to draw from; corn, wheat and oats good. Good condition, reason for selling, older partner wishes to retire. Part cash, balance terms. Address 57T14, Grain Dealers Journal, Chicago, Ill.

BARGAIN IF TAKEN AT ONCE—Someone is always looking for an elevator at a good grain point and reads these ads just like you're doing now, so if you wish to dispose of your present property; to enlarge your present interests, or embark in the grain business USE these columns to your best advantage just as others are doing. WE WILL assist you in the composition of copy free. We are in business to be of service to YOU. There is no wrong time to put an ad in the columns of the Journal. TRY IT.

TEXAS—New concrete Head House for sale, erected in 1922; 3 big legs, 2 big hopper scales, modern equipment. Can handle 40,000 to 50,000 bus. per day. Concrete tanks connected with capacity 220,000 bus. and iron-clad elevator 100,000 bus. Total elevator capacity more than 350,000; warehouses, 100,000. Located 3 blocks from business center at Wichita Falls, Texas. Fine transit privileges. Will sell full of wheat or empty. Priced low. J. C. Hunt Grain Company, Wichita Falls, Texas.

ELEVATORS FOR SALE

NORTHERN IOWA—Elevator property for sale in good territory and an old established business. Price very reasonable. Address 56L1, Grain Dealers Journal, Chicago, Ill.

NEBRASKA—Two elevators in Pawnee County, Nebr. Only elevators at stations. Will sell or trade for good farm land in Nebr. or Kas. Write 57S8, Grain Dealers Journal, Chicago, Ill.

INDIANA—35,000 bu. concrete elevator for sale and 30x120 warehouse; side lines flour, feed, seed, fertilizer. Have other interests. Priced to sell. Address 57T1, Grain Dealers Journal, Chicago, Ill.

NEBRASKA—Concrete elevator for sale, built in 1919, 50,000 bus. capacity; also double corn crib, 2,000 bus. capacity; hog house and two vacant lots. For further information inquire of W. M. Dahnke, Tilden, Nebr.

MUST SELL AT ONCE.

Controlling interest in Stock Company with good 12,000-bu. elevator, dwelling and store rooms. Stock carries with it good paying position. For further information inquire Alice M. Gordon, Guardian, Mercier, Kansas.

FOR SALE AT LESS THAN HALF PRICE—

INDIANA grain and coal business, modern, in fine location, good railroad facilities. Good prospect for corn crop. A real elevator as well as a real bargain. Address 57T13, Grain Dealers Journal, Chicago, Ill.

CENTRAL ILLINOIS—45,000 bu. cribbed elevator for sale on C. & A. R. R. Fine side line business; modern equipment; good agricultural section with large territory. Only elevator in town. Priced for quick sale. Address 57T11, Grain Dealers Journal, Chicago, Ill.

CENTRAL MICHIGAN elevator for sale, located in bean district; handles grain, beans, feed, coal, cement, fertilizer and other side lines; on private property including residence. A money maker. Good reason for selling. Address 57R8, Grain Dealers Journal, Chicago, Ill.

THE WANTED - FOR SALE DEPARTMENT of the Grain Dealers Journal is a market place where buyer and seller, employer and employee, and those offering investments can meet to their mutual advantage and profit, and it will pay every subscriber to give these columns a close study twice each month, because of the constantly changing variety of opportunities seeking your consideration.

TWO CENTRAL ILLINOIS grain elevators for sale, capacity 25,000 and 22,500 bus., also 80,000 bu. extra oats storage. Located on I. C. Ry. In best grain section of state; electric power; Randolph Drier; both houses and equipment in excellent condition; special storage rates on oats and corn; 260,000 bus. grain handled annually. Must be sold together. In order to close an estate this property will be sold at a low price for quick sale. Address 57S1, Grain Dealers Journal, Chicago, Ill.

ELEVATOR BROKERS.

ALWAYS HAVE ELEVATORS for sale. To save time, please state amount you wish to invest and location you prefer. James M. Maguire, 6440 Minerva Ave., Chicago, Ill.

WE HAVE A LIST of good elevators throughout Indiana at real worth-while prices. Write or wire us your wishes at 602 Board of Trade, Indianapolis, Ind. Will meet you any time by appointment. John McComas.

LOAN WANTED.

WANT loan of \$5,000 or \$6,000 on Kansas 13,000 bu. ironclad elevator, on Santa Fe leased ground and on new Santa Fe Trail; built a year ago; Globe air dump, manlift, feed grinder, sheller and cleaner, auto. scale, tractor for power, 1,000 bu. steel tank for dust and shuck bin. Want loan for expansion of property. Write 57T12, Grain Dealers Journal, Chicago, Ill.

MILL FOR SALE OR LEASE.

ILLINOIS—Well equipped 200 bbl. steam flour mill for sale or lease, on own ground. Ample storage, elevator connection. CB&Q and Wabash RRs. Good opportunity for mixed feed plant. Will pay to investigate. Address Golden Elevator & Mill Co., Golden, Ill.

BUSINESS OPPORTUNITIES.

WHATEVER your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,300 grain men look to these columns twice a month for real opportunities.

STEEL TANK AND SITE FOR SALE

KANSAS—40,000 bu. steel grain tank and elevator site for sale at Ellinwood, Kansas. Address 57T19, Grain Dealers Journal, Chicago, Ill.

STORAGE TANK WANTED.

WANTED—Slightly used steel grain tank, 25,000 or 50,000 bu. capacity. Address Lexington Elevator & Mill Co., Lexington, Ohio.

SALESMAN WANTED

INDIANA REPRESENTATIVE FOR MIXED FEED LINE—Wanted, an experienced feed salesman who has an acquaintance and trade following among feed dealers, feeders, poultry men and dealers. When replying give full information as to age, past experience, whether or not married, and advise trade following. We have the right proposition and an opportunity for a permanent connection to the right man with an old established mill firm, making complete line of grain feeds, soft feeds and molasses feeds for all live stock and poultry. Address Wiedlocher & Sons, Springfield, Ill.

PARTNER WANTED.

PARTNER wanted for 40,000 bu. elevator in West Central Illinois; electric power; on private ground. Write Box 47, Warsaw, Ill.

EXPERIENCED grain man wants partner with some capital to join in buying small line grain houses. Exceptional opportunity. Address 57Q9, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

EXPERIENCED manager for transfer grain elevator, who can buy, sell and mix grain successfully and who can take \$10,000.00 interest. A good going money making plant. Salary will be commensurate with responsibility and ability. Address 57S16, Grain Dealers Journal, Chicago, Illinois.

MILL SUPERINTENDENT WANTED—Wanted, experienced mixed feed miller to take charge of old established mill, newly equipped, making a complete line of mixed live stock feeds for all live stock and poultry; one who understands milling of grain feeds, soft feeds and molasses feeds. In reply state full particulars relative to where you are now employed, previous employers and capacity in each case. Splendid opportunity for the right man. Address 57T6, Grain Dealers Journal, Chicago, Ill.

Reduces Tolls Avoids Expensive Inaccuracies

Pope & Eckhardt Co., prominent Chicago Grain Commission Merchants, commend the Universal Grain Code. This company has used this Toll Saver continuously since its publication. Read the convictions of a user:

Chicago, Dec. 19, 1924.

Grain Dealers Journal,
Chicago, Ill.

Gentlemen:

We have used the UNIVERSAL GRAIN CODE extensively since this book was made available to the Trade some years ago. We find it is a Code that can be used much more freely in expressing desired information on orders, purchases, sales, prices and other intimate matters involved in the Grain Trade; therefore, that it demonstrates without further explanation, a saving in cost which we consider a most important item. It is sure that with a much larger number of words, that can be used to give expression to what is desired to communicate with our country patrons that it offers occasionally a few more difficulties to prepare a message, but that is quickly overcome with increased familiarity with the book.

We have found that our customers also use this book extensively and find it convenient and profitable, even if for no other purpose than saving of telegraphic tolls.

We consider it a most useful and desirable book for use in the Grain Trade and the various interests related thereto.

Very truly yours,
POPE & ECKHARDT CO.

EAD-B

When such companies as this place so strong an endorsement on any code, it is conclusive proof that it possesses real merit.

Follow the example of the Pope & Eckhardt Co. and its customers; stop the leaks in your business by using an accurate, toll saving, grain, feed and seeds code.

Printed on rice bond paper, 146 pages, substantially bound in flexible leather, size 7x4½ inches, weight 5 ozs. Price, f. o. b. Chicago, \$3.00. Book paper, board covers, \$1.50.

Grain Dealers Journal
309 So. La Salle St. Chicago, Ill.

SITUATION WANTED

POSITION wanted by young married man as manager or assistant of Farmers Co.; understand grain books. S. B. Henjun, LeRoy, Minn.

WANT position as manager of Farmers or Indpt. Elevator; 15 years' experience; can talk German; best of references. Address 57Q5, Grain Dealers Journal, Chicago, Ill.

POSITION wanted as manager of grain elevator; 10 years' experience; prefer elevator with old experienced grain man, on salary and commission. Fred W. Oakwood, Oakwood, Ill.

POSITION wanted as manager of grain elevator by man with 16 years' experience; 45 years old; no family. Will go anywhere. Address 57Q10, Grain Dealers Journal, Chicago, Ill.

POSITION wanted as manager or solicitor, either local or traveling, with some good grain firm; best of references furnished. Address 57S9, Grain Dealers Journal, Chicago, Ill.

POSITION wanted as superintendent or foreman of grain elevator of 150,000 to 500,000 bu. capacity. Can go anywhere at any time. Address 57Q15, Grain Dealers Journal, Chicago, Ill.

POSITION wanted as office mgr. or bookkeeper in Grain Elevator Co.; 26 yrs. old; 2 yrs. grain experience and 4 yrs. office accounting. Best ref. N. W. Ohio preferred. Address Richard, 1042 Fernwood, Toledo, Ohio.

FARMERS—Elevator Manager with a 15 years' successful record desires position with good company; exp. in all side lines; good accountant and grain man; Ind. or Ill. preferred. Write 57T16, Grain Dealers Journal, Chicago, Ill.

MARRIED MAN, age 40, reliable, 10 yrs. exp. in grain, seeds, feeds, fancy peas, beans, desires situation in elevator or warehouse where he could secure financial interest if suited. Milling or feed mfg. considered. Start anywhere, prefer Chicago or vicinity. Address 57S12, Grain Dealers Journal, Chicago, Ill.

INFORMATION BUREAU.

READERS DESIRING to learn by whom or where any grain handling machine or device is made can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

Bargain Sale in Soiled and Shelf Worn Books.

Triplicating Grain Ticket Book; binding damaged in reshipment. Price \$1.50 and postage. Order "Bargain 19 G. T."

Two Railroad Claim Books containing 100 sets of claim blanks for overcharge and index, \$1.50 each and postage. Order "Special 411-E."

Gas Engine Handbook, by E. W. Roberts. contains many useful rules and hints of value to the operator of a gas engine. Size 3½x5½, 264 pages, bound in leather. Shelf worn. Weight 6 ozs. Price \$1.00 and postage. Order "Gas Engine Special."

Receiving and Stock Book for keeping separate daily record of each kind of grain received; 160 pages; 20 lines to page; space for 3,200 loads of grain; printed on ledger paper, high grade binding. Soiled; price \$2.00 f. o. b. Chicago, weight 2½ lbs. Order "Special 321."

One Double Indexed Car Register, used to advantage by receivers and carlot shippers. Through its use any car may be found instantly. The double pages are ruled vertically so as to provide a column for each digit. This form contains space for 12,000 cars. Order "No. 40, Special," price \$2.00.

Sales, Shipments & Returns, a combined sales and shipping ledger, providing spaces for complete detailed information regarding returns from each shipment; 80 double pages, each page containing space for recording 29 shipments. Soiled from being used as printer's sample. Price \$1.75 f. o. b. Chicago. Order Special 14AA.

GRAIN DEALERS JOURNAL,
309 S. LaSalle St., Chicago, Ill.

MACHINERY WANTED.

WANTED—Second-hand grain drier in good condition. Give full particulars. Address 57T4, Grain Dealers Journal, Chicago, Ill.

WANTED—Horizontal Dry Feed Mixer, good condition, 500 to 600 lb. capacity. Address 57T20, Grain Dealers Journal, Chicago, Ill.

WANTED—24" motor driven attrition feed mill, Monarch preferred. Also good corn cracker and grader. Give full information and best price. Address Jay Grain Co., Elwood, Ind.

ENGINES FOR SALE

FOR SALE—One 32 hp. Fairbanks-Morse gasoline engine, good condition, running every day. Object of selling is to install electric power. Price right. Address 57T3, Grain Dealers Journal, Chicago, Ill.

GASOLINE AND OIL ENGINES of all kinds, sizes and prices can be sold profitably through the "Oil and Gas Engines" columns of the Grain Dealers Journal of Chicago.

SCALES FOR SALE.

4 BU. RICHARDSON Automatic Scale, guaranteed good condition. R. M. Van Ness Construction Co., Grain Exchange, Omaha, Nebr.

FOR SALE—One 50 foot, 100 ton, type registering beam, Fairbanks Track Scale in first class condition. Price \$800.00. Address 57S3, Grain Dealers Journal, Chicago, Ill.

RICHARDSON Automatic Scales, 4 to 8 bu. capacity for sale; fine condition. Also R. R. track scales. Address Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

SECOND HAND SCALES for sale of any make, size or price, always find ready buyers when represented in the "Scales For Sale" columns of the Grain Dealers Journal.

SCALES WANTED.

USED AUTOMATIC SCALES wanted. State make, capacity, time used, condition, price and terms of sale. The Sedalia Grain & Lumber Co., Sedalia, Ohio.

WANTED—Richardson Automatic grain and bag portable scales. State capacity, how long used and lowest price. Morse Engineering Co., Kansas City, Mo.

WANT TO BUY cheap for cash, one used hopper scale of no less than 3,000 lbs. capacity with hopper complete. Prefer location near here. E. C. Starnes, London Mills, Ill.

FLOUR FOR SALE.

MIXED CARS OF FLOUR AND MILL FEEDS in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop. Ohio Farm feed, shelled corn and standard oats in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. ANSTED & BURKE CO., Springfield, Ohio.

SAMPLE ENVELOPES.

SAMPLE ENVELOPES—SPEAR SAFETY—for mailing samples of grain, feed and seed. Made of heavy kraft paper, strong and durable, size 4½x7 inches. Have a limited supply to sell at \$2.60 per hundred or in lots of 500, \$2.25 per hundred f. o. b. Chicago. Sample mailed on request. Grain Dealers Journal, 309 S. LaSalle St., Chicago, Ill.

FUNNY EXPERIENCES.

FUNNY STORIES WANTED.

Write the story of your funniest grain trade experience to the Journal and you will receive one dollar for each story published. Address The Smile Coaxer, Grain Dealers Journal, Chicago, Ill.

MACHINES FOR SALE

FOR SALE—Two pair high 9x18" roller feed mill, guaranteed in A1 condition. Price \$100. Address E. W. Eaton, Madison Lake, Minn.

FOR SALE—One 3 pair high 9x18 Allis Feed Mill in excellent condition. Price reasonable. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Missouri.

DREADNAUGHT ball-bearing crusher for sale; also one 20" Dreadnaught grinder. In excellent condition and a bargain. Address 57T5, Grain Dealers Journal, Chicago, Ill.

FOR SALE—1 Hess corn and grain drier new, never has been set up, capacity 1200 bu. per 24 hours, crated for immediate shipment. Bargain. I double stand 9x30 B. & L. Moline roll LePage cut. Address Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

FOR QUICK SALE

One Wolf-Dawson Wheat Washer.
Two 36 inch Bauer Bros. ball bearing, double head, motor driven attrition mills, practically new.

One 24 inch attrition mill, same as above.
Standard Mill Supply Co.,
501 Waldheim Bldg., Kansas City, Mo.

THE BEST WAY to dispose of anything is to advertise it. You may have something to sell or trade which would be of advantage to many who are unaware of the opportunity offered because you are not letting it be known to our subscribers through the columns of this publication.

THREE BLOWERS for dust conveyors, one 50" National Blower Works make of Milwaukee, Wis., one 60" and one 72" Sturtevant made by the B. F. Sturtevant Co., Boston, Mass.; A-1 condition; will sell reasonably; write for prices.

THREE THOUSAND feet 30" four ply rubber belting for \$1.00 per foot, Kansas City.

SIX FAIRBANKS Hopper Scales, 1,600 bu., with type registering beam for sale, good as new. They are coming out of grain elevators we are now dismantling for the Santa Fe Ry. Co., Argentine, Kas. We will guarantee same to be complete and in good working order. Will sell one or all. J. Goldberg & Sons Struc. Steel Co., 800 E. 18th St., Kansas City, Mo.

REAL BARGAINS.

Prompt Attention. **Quick Shipments.**
When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipment for modern mills of all kinds, molasses, stock and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.

SPROUT, WALDRON & CO.,
S. Clinton St. Chicago, Ill.

MACHINERY FOR SALE

- 4 Allis-Chalmers 50 h.p. Motors.
- 1 Williams large size Pulverizer.
- 1 Eureka Improved Batch Mixer.
- 1 B. & L. 9"x30" Double Roller Mill.
- 1 Eureka No. 453-A Cracked Corn Separator.
- 1 Monitor No. 5 Dustless Ckd. Corn Separator.
- 1 10"x41' steel spiral conveyor.
- 1 12"x12' steel spiral conveyor.
- 2 Bucket Elevators 38' between centers.
- 5 Cyclone Dust Collectors.
- 1 8' Brown Portable Bag Piling Machine with motor.
- 1 Cincinnati Time Registering Clock.
- 1 Freemans No. 4 Grain Cleaner and Corn Sheller.
- 1 alcohol gas stove.
- 1 No. 5 Invincible Oat Clipper.
- 1 2-lb. Torsion Balance Scale.
- 1 Richardson 5-bu. Sacking Scale.

DIAMOND MILLS, Evansville, Ind.

MACHINES FOR SALE

BATCH FEED MIXER, 1,000 lb. capacity, for sale. Right price. Address The Dadmun Company, Whitewater, Wis.

HESS DRIER for sale, in first class condition. Capacity 800 to 1,200 bushels grain per day. Will sell for less than half price. The Iowa Seed Co., Des Moines, Iowa.

ATTRITION MILLS

Two 22-in. double head Bauer Ball Bearing, motor driven, Attrition Mills. Standard Mill Supply Co., Waldheim Bldg., Kansas City, Mo.

FOR SALE—One Model M Economy Bag Closing Machine for sewing and closing small bags containing from 5 to 100 lbs. material. Also one Invincible Friction Clutch Dust Packer. Write 57Q2, Grain Dealers Journal, Chicago, Ill.

ATTENTION, OAT CLIPPER.

One No. 10 Invincible Oat Clipper, including Out Board Bearing. Wire us for price on this. Standard Mill Supply Company, 501 Waldheim Bldg., Kansas City, Mo.

MACHINERY FOR SALE.

ATTRITION MILLS: 20, 22 and 24-in. motor-driven March Mills; 1 24-in. Bauer Bros. single head mill with 40-hp. motor; 18-in. B. B. Dreadnaught; 18-in. Halsted; 16-in. B. B. Unique Attrition Mills.

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The following machinery taken from the plant of the Wentworth Milling Co., which is being dismantled to be used as a warehouse, is offered at attractive prices for quick sale:

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- 2 9x18, double stands Allis-Chalmers Roller Mills, fine corrugation.
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- 6 Beal Aspirators 14" diameter in A1 condition.
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- 6 Draver Feeders brand new size, 85B.
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- 1 12" Screw conveyor complete with box for mixing purposes.
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Above machinery in excellent condition; shipment can be made immediately. Write or wire for prices.

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1218 South Lafin St. Chicago, Ill.

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DYNAMOS AND MOTORS WANTED—Buyers of this equipment are reached in largest numbers and at the least expense through the use of the "DYNAMOS-MOTORS" columns of the Grain Dealers Journal—the medium for power bargains.

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All prices are f. o. b. Chicago.

GRAIN DEALERS JOURNAL,
309 So. LaSalle St., Chicago, Ill.



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GRAIN DEALERS JOURNAL

309 So. La Salle Street, Chicago, Ill.

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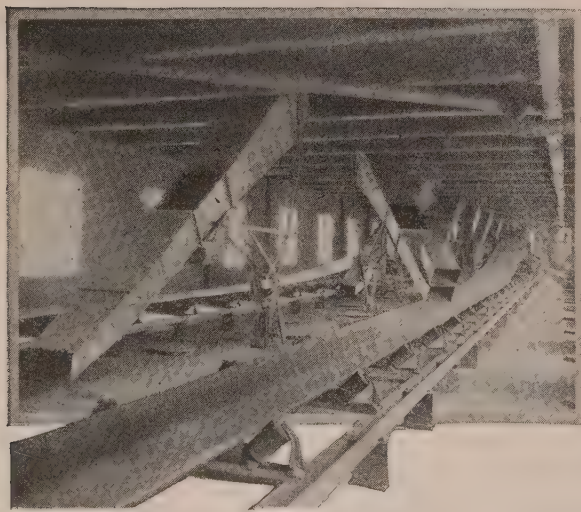
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GRAIN DEALERS JOURNAL

309 South La Salle Street, Chicago, Ill., U. S. A.
Charles S. Clark, Manager

Published on the 10th and 25th of each month in the interests of better business methods and improved handling facilities for progressive wholesale dealers in grain and field seeds.

SUBSCRIPTION RATES to United States, semi-monthly, one year, cash with order, \$2.00; single copy, 15c.

To Foreign Countries within the Postal Union, prepaid, one year, \$3.00; to Canada and Mexico, prepaid, \$2.50.

THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in each number tell of its worth. If you would be classed with the leading firms catering to the wholesale grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked - Answered" department. The service is free.

CHICAGO, SEPTEMBER 25, 1926

THE WELL coopered paper lined car does not scatter grain and profits all along the right of way.

TEN DAYS more of good weather and King Corn will snap his fingers in the face of Jack Frost defiantly and without fear.

THE BROKER or jobber who persists in trying to hide his business from the trade evidently has some good excuse for not being willing to get out in the limelight.

AN EXPLOSION of grain dust in a Kansas concrete elevator illustrated in this number supports the conviction that only clean elevators are immune from these destructive explosions.

OVERBIDDING a competitor may get you another load of grain, but seldom will it help you to meet your fixed expenses. If you never start raising bids it is easy to buy grain on a living margin.

DRIVING the speculators out of the grain markets with restrictions, regulations or threats will not help the producers, the consumers or the bureaucrats. Interference by any authority will not help to improve market conditions or prices.

"WHAT Is Wrong with the Country Elevator Business?" has been explained by many elevator operators in the last four numbers of the Journal, but we doubt if one-half has been told. What have you to say regarding the troubles of the dealers and especially what have you to offer in relief?

SO MANY elevators are set on fire by locomotive sparks every summer, the wonder is elevator owners will tolerate wood shingles, or sign a lease for railroad ground releasing the carrier from liability for damage done to elevator; but they do it to their own disadvantage and often to their great loss.

THE ILLINOIS Agricultural Ass'n went out of its way to investigate and criticize the co-operative elevators of the state, so it is perfectly natural that the self-respecting managers should counter with a demand that the Ass'n keep its nose out of the grain business. To understand the attitude of the managers one must read the resolutions adopted by them recently and published elsewhere in this number.

THE CANADIAN POOL surprises its own members and the grain trade generally by unloading a large load of wheat every now and then at 2c or 3c under the market. Possibly with the intention of convincing its members that it can realize more for grain entrusted to it for sale even though it does persist in underselling the market. Why farmers will believe it possible to get more for grain sold through pools that sacrifice their products is beyond understanding.

STORING GRAIN for farmers even though for a short time is an extremely bad practice because it helps the farmer to speculate with cash grain and often to his own disadvantage as well as to the inconvenience and expense of the elevator operator. Many elevator men have long since made it an inviolate ruling that no grain shall be taken into the elevator except that they have bought it outright. Then they have control of it, can ship it, and sell at what they know they must sell it at to get a profit, and use their storage room for the accommodation of others who offer grain for sale.

GROUND RENTALS for elevator sites on railroad right-of-way, are bound to be advanced beyond all reason unless elevator owners hold out and refuse to be gouged by the real estate department of their line. Every authority dealing with the question has insisted that the carrier shall not be permitted to charge more than 6% annual interest on a fair valuation of the land under lease. Some states have laws to that effect. Owners of elevators located in states having a commerce or railroad commission should take it up with the state authorities, and invariably they will be granted relief from extortion.

HIGH BIDDERS everywhere will deeply sympathize with the farmers of Kansas and Colorado who are now holding checks which the banks refuse to cash. If these sufferers had not been so anxious to get more than the market justified for their grain, one more grain firm would still be in business in Kansas, and all of its farmer patrons would have been paid all that was warranted by the prices prevailing in the central markets. This firm of high bidders seemed to have enjoyed paying more for their grain than they could sell it for. When country elevator operators recover from their weakness for overbidding the market, both they and their farmer patrons will be much better off.

PRACTICAL Ass'n work would stop the giving of free storage with the rise of the market, advancing money without interest and making a second bid even tho a competitor had raised the first. In the long run overbidding will never profit any country buyer.

RIGHT OF WAY rentals for sites of grain elevators are being increased by the Rock Island wherever grain shippers are unaware of their rights under the laws of Kansas and Iowa. Considering that at the time the railroads acquired their rights of way the land was selling for a few dollars per acre it is unreasonable that the railroads should charge the grain shippers for providing a grain elevator free of cost as a bulk grain shipping depot.

AMONG THE MANY daylight fires reported in this number was one started by lightning in the Kraus & Apfelbaum elevator at Inwood, Ind., one Sunday afternoon recently. The elevator manager who lived nearby was aroused from a Sunday afternoon nap by terrific thunder, and looking out, he saw smoke coming from the roof of the elevator entrusted to his charge, so his better half removed the books from the office while he climbed to the cupola with a fire extinguisher, and as this failed to work, he made use of the barrel and bucket of salt water which had been placed at an accessible point, put out the fire and saved the elevator as well as his job. The testimonials that man could write to the barrel and bucket would fill several volumes.

BUILDING a terminal elevator is quite a different thing from building a small elevator at a country station, as will be evident to anyone who will inspect the unfinished farmers' elevator at Larned, Kan., which is illustrated in this number. Over \$52,000 were poured into this needless enterprise. Terminal elevators have never been found profitable when located at interior points. During the prosperous days of \$3.00 wheat and \$2.00 corn, farmers were induced to put money into elevators at Des Moines, Ia., Sioux City, Ia., and doubtless they would have built many others, but the deflation and low prices for agricultural products deprived them of their credit at the bank. None of these plants are any longer controlled by the builders and the house at Larned will probably never be finished.

ELEVATOR MEN who attempt to build fireproof grain storehouses with wood are kidding themselves. It can't be done. Our report of the burning of the concrete elevator at Moscow, Ida., which appeared in the Journal for Aug. 10, has brought us a letter from the engineer employed to make a survey of the damage done, and he reports that the roof, the head house, and the curtain wall were all constructed of combustible material, so that they couldn't help but burn. The fact that these combustible parts were but a portion of a reinforced concrete elevator does not seem to have offered any discouragement to the flames. The reinforced concrete walls came through the fire without damage and the building is now being repaired with non-combustible material. If you want a fireproof elevator it is necessary to keep all combustible material out of it.

Wings of Federal Commission Again Clipped.

The frequency with which the courts overrule the Federal Trade Commission would lead one to believe there are no lawyers on the Commission. Besides the decision of the court in the Millers National Federation case, the Commission is ruled against in the decision of the circuit court in the Minneapolis Chamber of Commerce case, both published in this number.

The U. S. Circuit Court holds that the Commission has no jurisdiction in the matter of an Exchange denying membership to concerns that pay patronage dividends to shippers, thus rebating the commission charge, because this has been taken over by the U. S. Grain Futures Act licensing the Exchanges. Also the court holds that the commission is wrong in prohibiting the Chamber of Commerce from enforcing a rule prohibiting members from paying more than market price, less established commission, for grain on track at country points.

The circuit court may have agreed with the Commission that the call rule was in restraint of trade by limiting price competition, but must have felt that a combination of grain commission merchants was needed to prevent the millers and elevator men from monopolizing the market. In other words, the commission merchants' monopoly was supposed to offset the millers' monopoly. This indorsement of the call rule by the court is not so valuable to the exchanges as formerly, one Board of Trade having dropped the rule, as it served as a basis for outsiders to figure bids whereby they could move the grain around the market employing the call rule to lower over night bids.

It would seem that this will be the last of the Federal Trade Commission's interference with the grain trade, since the Commission does not act on its own initiative, and its powers are now so circumscribed that neither members of Congress nor private concerns are likely to call upon it for assistance. Why not abolish the Commission? Can anyone point to any good it has accomplished?

Changing the Dockage Test.

What happens when politicians desire to manufacture "thunder," for campaign use, is a play to the galleries. Anything that will please the masses regardless of harm to the few is greedily seized upon as an issue, and the present controversy regarding the method of ascertaining dockage in wheat is an example of how politicians handle a question that the grain committee of any board of trade could settle in a few minutes.

The tempest in a teapot started when the Federal Grain Supervision put out Bulletin No. 87 early in August ruling against the use of any machine other than the wild oat kicker, for the purpose of removing barley, oats, wild oats, pieces of straw, weed stems and other coarse matter from wheat. The state grain inspection department at Minneapolis and Duluth already had begun the use of a machine alleged to be an improvement on the one in general use. From the standpoint of the seller of No. 4 wheat, under the established method, it is an improvement, as taking more dirt out increases the "dockage" and raises the test weight, more than does the old machine, so that the wheat will grade higher.

Defenders of the old machine contend that this is unfair to buyers everywhere, the elevator men at the terminal markets particularly. It goes without saying that if a buyer on grade at Minneapolis is forced to accept some wheat as No. 3 that he can sell at Chicago or Milwaukee only as No. 4, because the state inspectors at the different markets use different machines, he is unfairly penalized.

Acting on representations made to him by a delegation headed by a member of Congress from the Northwest the secretary of agriculture ordered that the use of both testers be permitted pending an investigation he directed the Bureau of Agricultural Economics to make. It remains to be seen whether the expected ruling will be fair to all interests. If the federal authorities concede as a principle that the inspection department of any certain city may have both machines available, as desired by some politicians, and use the machine that happens to give the particular sample under test the higher grade, inspection will be made a farce.

Government Fears Overproduction.

For many years after its establishment the U. S. Department of Agriculture, as well as the state experiment stations followed the policy of teaching the farmer how to produce more and better crops. Greater production was the shibboleth. The government at great cost brought thousands of acres under irrigation.

Other governments also have been engaged in stimulating agriculture. The sugar industry is a conspicuous example.

A lavish distribution of protective tariffs and bounties by European nations and the United States in an insane desire to encourage the growth of sugar cane or sugar beets has completely disturbed the equilibrium of the sugar industry. Sugar is not produced and sold competitively under the let alone policies governing the production of most other commodities; but is under artificial stimulus, due to government interference. During the two years before the war the world's production of sugar averaged 18,000,000 tons a year. For the present year ending September the production is estimated at 24,000,000 tons, but the consumption has not grown correspondingly. The supply so greatly exceeds the demand that the price of the commodity is ruinously low in such countries as Cuba.

After ascertaining in August that the farmers of the United States intended to increase their winter wheat acreage 14.4 per cent the U. S. Department of Agriculture became alarmed at the prospect. The government for several years had been stimulating agriculture with farm loan banks, irrigation projects, intermediate credit banks and Iowa corn loan banks and now is alarmed lest the result it was working toward would actually come to pass, as it has in the sugar industry. Its two recent circulars emanating from the Office of Information, and the Bureau of Agricultural Economics, declare that farmers should not be misled by the relatively high prices received for the wheat crop harvested in 1925, and under normal conditions should expect prices more nearly in line with world prices. "Larger winter wheat crops in the United States have placed our markets on an export basis with domestic prices considerably lower than last

year" and "the world market situation for next year, insofar as it can be judged from the present, seems likely not to be materially different from the present year." The whole trend of the government's circulars is that farmers should limit their production of wheat, because other countries are maintaining a high production.

All such advice is wrong, because the government can not forecast the future crops or prices. Such advice may be most unfortunate if crops are a failure in some other part of the world, or if the United States were to engage in a war. Such advice presupposes that the government is superhuman, that it has the ability to forecast prices and conditions in the remote future that are in the hands of Providence.

The future price of wheat is subject to a thousand factors most of which are beyond the ken of the bureaucrats who display their paternalistic interest in the farmer. It does not seem to be within the province of government to give out tips on the future of prices any more than to predict the names of the winners at a horse race. It does not seem proper for the government, with no more foundations for its forecasts than is now apparent, to discourage the production of wheat and divert the soil into pasture, with the effect that millers of wheat for export might be deprived of the raw material of their industry and the people of their bread.

Grain Elevator Accidents.

When one considers the great number of plants being operated in the improving and handling of grain, the small number of accidents which occur is most gratifying. This is due probably to the fact that most of the elevator machinery is enclosed so that it is not easy for the careless operator to get caught in the machinery. All experienced elevator operators are ever vigilant against the danger of moving machinery, but so many new men are continually coming into the elevators to handle machinery, more accidents would naturally be experienced.

In "Grain Trade News," this number, we are grieved to report four serious accidents in grain elevators, most of which could have been avoided through greater care and the safeguarding of the moving machinery.

A workman in an elevator at Rock Valley, Ia., slipped and fell into the moving machinery with serious result to his arm and shoulder.

An employe of a farmers' elevator at Frederick, Okla., slipped and fell into a rapidly moving pulley, but fortunately as his body was whirled about, it struck the belt and threw it off the pulley, thus saving him from being dashed to pieces.

A Nebraska farmer experienced the misfortune of having his foot crushed by his team becoming scared and unmanageable at the elevator dump.

The other was the case of a North Dakota manager who was drawn into gears by a tangled belt and gangrene set in.

Many elevator accidents could be prevented and suffering reduced by placing guards about all moving machinery. It is not difficult to do this and there are seasons of the year when every elevator man has plenty of time to make this contribution to the worthy campaign of saving lives and limbs.

Bureaucratic Commission Rebuked by Court.

Spying on and prying into the private affairs of merchants has become one of the most absorbing activities of the bureaucrats at Washington. Of the several groups of busybodies reveling in the pastime of washing dirty linen in public those of most harm to the grain business are the Federal Trade Commission and the U. S. Grain Futures Administration.

Both of these bodies are engaged in an unconstitutional invasion of private rights. The difference is that the courts have time and again rapped the Trade Commission for exceeding its authority, while the powers of the Grain Futures Administration have not yet been tested in the courts.

This week the leading bull speculator at Chicago, who has done more than any other individual, perhaps, to enhance the price of grain to the farmer, was called before the business conduct committee and told not to increase his short line. He happened to be short a line of wheat which in the opinion of the committee was sufficient. There is no rule of the Board of Trade limiting the number of bushels an individual may be long or short. Leiter had over 100,000,000 bus., but then the business conduct committee had not been evolved, and the individual could exercise constitutional right to buy wheat or to sell it. He still has this right, but the bureaucrats are trying to take it away from him.

The leading bull speculator states that the committee was intimidating in manner when it told him not to increase his short line. The committee had an unlawful, unconstitutional duty to perform and that they were intimidating might be expected, just as gunmen are intimidating. The gentlemen composing the business conduct committee individually are men whom it is a pleasure to meet socially and who scrupulously discharge all business obligations. It is their very sense of duty to the Exchange that permitted them to accept the unwelcome job of business conduct committee men. Nevertheless, in this matter, they are acting as the business end of a bureaucratic inquisitorial organization known as the U. S. Grain Futures Administration. The Administration demands reports from traders as to whether they are long or short as little as 100,000 bus.; and when sufficient data has been accumulated the figures are printed by the government in a book that gives the half informed an opportunity to draw erroneous conclusions, such as the following recent communication from a flour and grain man of Boston, Mass.:

"The Government should put a stop to 'Short' selling; should prohibit huge speculation by professional gamblers in grain who jump over night from millions 'Long' to millions 'Short,' or vice versa. It should limit trading in futures to 3 or 4 months ahead, and thus protect the producer by preventing the sales of fictitious-paper-wheat, which drives prices down at the very time the farmer is obliged to market the bulk of his wheat.

"The Secretary of Agriculture in a report to the Senate has clearly shown the evils connected with this indefensible gambling in food-stuffs.

"The Federal Trade Commission has just issued a report on this subject and advises the elimination of the purely gambling element from the grain market."

This critic is only one of a great number in New England who thought it all right to sell cash grain for future delivery in the summer of 1920 to hundreds of small retail deal-

ers all the way from New Haven, Conn., to Eastport, Me. Scores of these retailers went bankrupt due to the falling market and repudiated their contracts, and the brokers who had sold them tried to lie down on their contracts with western shippers. These critics would have been benefited if at that time there had been a cash grain deferred shipments federal administration to spy on them and forbid them from selling grain to these small dealers. They needed a paternalistic government to prevent them from indulging in the unbusinesslike practice of selling grain on a declining market without having a contract calling for margins to be deposited by buyer.

It may not be for the interests of the consuming or the milling public or the cash grain public that one individual should sell short or go long a million bushels of wheat; but to attempt the correction of an alleged evil by a bureaucratic administration is the wrong way to go about it. If it is desirable that no one should buy or sell grain for a future delivery the permissible amount should be stated in a law duly written and enacted. This would transfer the whole administration to the criminal branch of the government, the Department of Justice, doing away with the grain futures administration. A man could read the law and know what he could do. If haled before the bar of justice for selling 100,000 when the law said 50,000 was the limit, he could appeal to the Supreme Court, with a fair prospect that the whole scheme of regulation would be knocked out.

That the courts are disposed to take a correct position on such an invasion of private rights is shown by the decision of the Supreme Court of the District of Columbia Sept. 22, rebuking the Federal Trade Commission for prying into the affairs of the Millers National Federation, published in part elsewhere in this number. The millers were less complaisant than the Board of Trade, which permitted emissaries of the pestiferous Commission constant access for several months to all the correspondence in the office of the secretary of the exchange. The judgment of the millers that it is poor policy to yield to the bureaucrats has been vindicated by the decision of the court.

Every agency that operates to restrict the freedom of trade is harmful to business, and should be abolished. It is time the Government let business function normally.

THE SO-CALLED farm relief measures which were designed primarily to put the government into the grain business seem to be losing friends everywhere. Even some of the political agitators are switching to more conservative measures.

OVERDRAFTS have never been known to gain the favor of a grain receiver who generally condemns it as sharp practice. It is much better to select a receiver in whom you have sufficient confidence to consign grain without making an overdraft on every shipment in the hope of safeguarding your own interests. If you wish to borrow money from the commission merchant, ask him for a loan in the regular way. The good will of the consignee is worth far more than the use of the amount overdrawn.

Forgery of Bs/L.

The conviction of Grace K. Gerks, general office assistant of the Lewis E. Sands Co., dealing in beans at Albion, N. Y., on the charge of forgery, has been affirmed by the Court of Appeals of New York.

She had the care of the company's transactions with the banks, with one of which, the Union Trust Co. of Rochester, it had a line of credit of \$90,000, borrowed by discounting drafts with Bs/L attached.

The Sands Co. became badly embarrassed early in 1924, and bankruptcy was even then discussed by the directors in the presence of the defendant. Business went on, however, for some months, though with accumulating difficulties. They accumulated so fast that fictitious collateral was fabricated in the effort to escape them. On September 5, 1924, the defendant filled out the B/L set forth in the indictment, signing thereto the names of Mahoney and Ellis, the New York Central agents at Albion, N. Y. She admits that she did this without authority from either of them. A draft for \$2,800 with the fictitious B/L attached to it was presented to the trust company, and by it discounted in the belief that the security was genuine. Another draft for \$2,400 with a bill of lading also forged was discounted at the same time. These were not, however, the first offenses. Nine other Bs/L had already been forged by the defendant and used in the same way. Bankruptcy followed on September 12, 1924.

When the crash came, the defendant went to San Antonio, Tex., where she met Lewis E. Sands, the president of the company. They remained there till word came that a warrant was out for their arrest. Upon this they separated, going in opposite directions, Sands to Florida, and the defendant to Huntington, Ind. In Texas and in Indiana she lived at times under the assumed names of "Grace Richards" and "Edna Grey." Before leaving Albion, she told the attorney for the Sands Company that she had forged a number of Bs/L. She made the same admission to the district attorney at Buffalo, on her return from Indiana, saying also that she had done this to keep the company going.

She had done this, she protested, because her employers had instructed her accordingly, and what they told her she believed was right. Even so, she had made out the instruments and sent them to the trust company for the purpose of obtaining money, and this for an employer whose embarrassments were known.

The Court said: She was 33 years of age, and in those years had acquired not a little experience in business. She owned all the stock of the Brayton Bean Co., a subsidiary of the Sands Company. She also ran a roadhouse known as the Lone Star Inn. Despite this background of experience, her defense reduced itself to a denial that she had any intention to defraud. The jury refused to find her so ingenuous. A different verdict was hardly possible unless duty was to be ignored.—153 N. E. Rep. 36.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

In C. M. & St. P. derailment at Beebe, S. D., 17 cars of wheat recently were spilled along the right of way.

R. I. 46109 was leaking white shelled corn badly as it passed thru New Palestine, Ind., at noon on Sept. 17.—H. E. Waltz, New Palestine Grain Co.

Erie 68566 went West thru Judd, Ia., on local leaking badly at south grain door. This was on about the 20th of August.—L. E. Baughman.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Report of Trade Commission?

Grain Dealers Journal: Where can I obtain a copy of the report of the Federal Trade Commission on the Grain Trade, issued Sept. 10, 1924, which is referred to by R. M. Green in the August 25 number of the Journal?—M. L. Meyers, M. L. Meyers Grain Co., Woodston, Kan.

Ans.: This is a volume of 374 pages, paper covered, Vol. VI, and is supplied by the Government Printing Office, Washington, D. C., at 60 cents per copy as long as the stock lasts.

Railroad Demanding Exorbitant Rental of Site?

Grain Dealers Journal: We have purchased an elevator here at Levant, located on the Rock Island, and the lease is being transferred; and the railroad company is wanting us to pay \$32 per annum for said lease, whereas we have only been paying \$10 heretofore. Is the railroad company right or wrong in their charges?—Houston & Anderson, Levant, Kan.

Ans.: In 1923 the Kansas Grain Dealers' Ass'n procured the enactment of a law providing that in case of dispute, on written application by the operator of the elevator, the Public Utilities Commission would have authority to make an order as to what is the right rental.

Therefore the shipper who is asked an excessive rental should refuse to sign the lease, which forces the railroad company to appeal to the Utilities Commission, the railroad company in the meantime having no right to remove the elevator from the right of way.

Whether \$10 or \$32 per annum is the fair rental depends upon the value of other land in the immediate vicinity, anything in excess of 6 per cent on the valuation being unjustifiable, especially since the shipper furnishes the elevator, which acts as a grain depot for the railroad, enabling the railroad company to expedite the handling of cars more rapidly than if the cars had to be loaded by hand with scoop-shovels.

Hints on Storing for Farmers?

Grain Dealers Journal: Will the Journal kindly send me information in regard to the storage of grain and warehouse receipts for same? I am new at this kind of work and I will have farmers who will want to store their grain and sell later. I will want to be safe when I buy it in regard to shrinkage. Also I would be glad to receive any forms of warehouse receipts that would be suitable for me to have printed.—W. C. Minthorn, Lake City Elevator Co., Lake City, Mich.

Ans.: While the taking of grain into store to be held for a farmer seems a simple proceeding at the time it easily develops into troublesome questions of how much did he deliver, what was the grade, was he paid anything on account, what were the agreed storage charges and was the grain promised to be insured.

So much grain may be taken in for farmers' account that the dealer is obliged to ship part of it out to get room to turn around, in which case he becomes involved in price fluctuations and hedging transactions.

It is best, therefore, not to engage in storage for farmers at first, but to gain some experience in the grain business, so as to have sound judgment as to the advisability of storing for farmers.

The dealer is bound by the weight when taken in and can not make a deduction for future shrinkage.

Grain storage receipts designed to be used by elevator men in keeping record of grain stored for farmers are printed and sold by the Grain Dealers Journal.

When the distant futures are selling at a big premium, as at present, no dealer can afford to let the farmer use his space. It will pay the

dealer big, to the extent of his capital, to fill his room with grain paid for by him and kept in store until next May, the May future being sold now as a hedge as fast as the grain is taken into the elevator.

Does Fumigant Damage Feed?

Grain Dealers Journal: In the Journal of May 10 is given a method for getting rid of weevil by HCN gas.

Can this method be used in a room in which mill feeds and seeds are stored without damage to the mill feeds for feeding purposes? We have just received from the thrasher timothy seed which is alive with weevil. Will this gas be effective thru this seed in bags?—The Morral Lumber & Elevator Co., Morral, O.

Ans.: This gas never harms the mill feed or seeds for human consumption or seed.

Given time, the gas will go thru the bags and kill all insects and eggs inside the bag.

If the room is one that can be made airtight, it offers an ideal place to fumigate with this gas for weevil. No one must be permitted to enter until the room has been aired out as the gas is deadly to humans as well as insects.

Unjust Liability Clause in Lease?

Grain Dealers Journal: The Wabash Railway Company has presented a lease to me for signature and presume there is nothing I can do but sign same. However, it contains the following clause which seems to me unjust and before signing, wish the Journal would let me know if it has any suggestions it can make:

"Third: To assume all risks of loss, injury or damage of any kind or nature whatsoever to any building or other structure or appurtenance thereto, belonging to said second party, his heirs, incoming partners, sublessees or others, which may be now or hereafter placed upon said leased premises, or on land adjoining or adjacent thereto, and which are at the time connected with or used in connection with any building or structure upon said leased premises, and all risks or loss, injury or damage of any kind or nature whatsoever, to the contents of any such buildings or structures, or to any goods, merchandise, chattels or any other property now or that may hereafter be upon said leased premises, or land adjacent thereto, as aforesaid, whether belonging to said second party or to others, and whether such loss, injury or damage results from fire or other agency, and whether the same be caused by the negligence of the party of the first part, or any of its employees, agents or servants, or otherwise; and to save and keep harmless the party of the first part from all claims and suits growing out of any such loss, injury or damage."—G. W. Leonard, Decatur, Ill.

Ans.: In Illinois the lessee of a site on the right of way has not the statutory protection he enjoys in Iowa and Kansas.

In Illinois one dealer fought the railroad clear to the Supreme Court of Illinois and forced the relaying of a side track that had been taken up. Side tracks rest on a different principle, however, from sites on the right of way. The shipper is not entitled to a site as a privilege, but only by agreement with the railroad, such as a lease. Having been granted a site the occupant can be required to assent to such conditions as are not unreasonable.

It is unreasonable to require the lessee to be liable for loss resulting from the negligence of the railroad company's employees or agents. We do not believe the railroad company would try to enforce this clause if its employees clearly were negligent, by any action in court, as the courts are averse to permitting anyone to contract against his own negligence. To do so would encourage carelessness.

It is conceivable that there are many possibilities of loss and damage not due to the negligence of the railroad company, and under this clause the lessee is liable. He is virtually an insurer of his own and others' property in and about the premises, and this liability and loss can be enforced against him in the courts.

Such clauses are legal, and as the liability imposed on the lessee exceeds the rental value of the ground, the grain dealer is the loser.

We have not heard of any railroad company forcing a dealer to remove his elevator on account of failure to sign the agreement, if he paid the agreed rental. In fact, we have never known of a grain shipper being forced to re-

move his elevator on account of any disagreement as to the conditions of the lease.

Elevator owners can obtain insurance against loss under this clause in the lease if they do sign it.

An appeal to the Illinois Commerce Commission might result in a reduction of the ground rental and a thorough revision of the terms of the lease. If the conditions of lease are unsatisfactory do not sign. Many dealers have refused without suffering.

Elevating Capacity of Houston Elevator Legs?

Grain Dealers Journal: I note on page 296 of your Journal for Sept. 10th in describing the new elevator at Houston, Tex., you say the "two receiving and two shipping legs each with a capacity of 25,000 bus. per hour have been installed. These have 2 rows of 8x8x18 inch buckets on a belt running over 96-inch head pulley. * * * Four 150 h.p. electric motors drive the legs by silent chain transmission."

Please advise how close the buckets are placed to one another and the speed of the head pulley. I believe you have made a mistake in the capacity of the leg or the sizes of its equipment. What is the elevating capacity of the leg described in your article?—J. J. M.

Tax on Elevator Handling Flour and Feed?

Grain Dealers Journal: We have a small elevator similar to those in the West, only about 15,000 bus. capacity. We do not do custom storing of grain. We buy corn in the ear, shell it and sell the shelled corn. In addition to this we do a wholesale and retail, rather a sort of semi-jobber business in flour and feedstuffs, including C. S. meal and C. S. hulls. We do not handle groceries.

For handling flour and feed the city authorities contend that we owe additional license tax, the local wholesale grocers having insisted that the city assess us additional tax for handling flour and feeds. We contend that a grain elevator is entitled to handle these items on their tax as a grain elevator. In the city's records there is scheduled among the various kinds of business houses and the taxes therefor, "Grain Elevators." We pay this tax. When we asked the city officials to tell us what a grain elevator can handle, in reply they are blank, they do not know.

When we ask the city fathers what kind of business they had in mind when they listed "Grain Elevators" they reply, it was fixed to take care of our elevator, as we had the only one in the town. They do say that if we can show them some reliable authority for an elevator handling these products they will exempt us from this extra tax.—Moultrie Mill & Elevator Co., Moultrie, Ga.

Ans.: Grain elevators in the West do not handle groceries, but many do handle feed, coal and flour. Many of the independent elevators handle feed, coal and flour, as well as lumber and fertilizer. Practically all of the farmers co-operative elevators handle feed, flour and often coal without paying any tax as dealers in flour and feed. The single tax as a grain elevator should be sufficient in all fairness.

Instead of working with the city authorities to resist the extra tax on flour dealers an effort should be made to persuade the local wholesale grocers to ask the city not to levy a tax on feed dealers or flour dealers when they also handle other lines, such as groceries or grain. The grain dealer should inform the wholesale grocers that altho he is not handling groceries at present he will be forced to do so in order to get enough out of the flour and grocery business to pay the extra tax; and that he will not care to make any real profit out of the handling of groceries in a wholesale way, only enough to pay the tax, and that he feels he could do this easily by taking on a few of the most profitable lines now carried by the wholesale grocers and cutting prices to get the business, if they force the grain dealer into it by classifying him as a grocer. Local business taxes or license fees are generally assessed by town governments to keep out the predatory peddlars and transients who prey upon its citizens. Sel-dom is more than one license fee assessed against any firm paying real or personal property taxes. The original purpose of the license system was to encourage regular merchants

continuously in business and to discourage the scooper and the traveling pedlar.

Interpretation of Tariff?

Grain Dealers Journal: The railroad company is undertaking to force collection of undercharge bills amounting to over \$1,500 on six cars of oats, on an allegation that we were not entitled to transit.

During 1923 we shipped from Fort Worth to California some five or six carloads oats on applied Rock Island tonnage, which originated at Northern points. In other words, the oats moved into Ft. Worth for storage, and were reshipped to California, after being transited here. Before applying said billing, we took up with the chief rate clerk in the Rock Island general offices at Ft. Worth, who interpreted their transit tariff to say that said shipments were entitled to be moved on thru rates from originating points to the California destinations, which were made known to him. They not only O. K.'d the thru rates, after storage at Ft. Worth, via identical route over which the shipments moved, but urged and solicited that we give them the business in competition to other roads, which published and protected the same thru rates.

It is true the tariff was not very clear, same not stating that the thru rates were applicable; but on the other hand, there was nothing in the tariff which stated the thru rates were not applicable. All this was known at time this rate authority within the Rock Island offices approved thru rates, and interpreted his own tariff to say that it could be done without any hazard. With this interpretation placed by him upon their own tariff, we gave them the business and shipped a number of cars.

Now, they have changed their opinion, or rather their interpretation of their tariff to mean that said grain was not entitled to be shipped upon balance of the thru rate, and have filed suit in the Federal court based upon combination of locals from Fort Worth. Their tariff has never been changed, but still remains the same; but some one, other than the rate authority who O. K.'d the thru rates when the matter was first discussed, now takes a different viewpoint, and insists the only legal rate is the combination rate based upon Fort Worth.

At time of execution the Bs/L were clearly marked, "this shipment fully prepaid," and the Bs/L stipulated the thru rate for which we are contending. The billing agent at Ft. Worth executed the Bs/L in this manner, and billed on us for the balance out of the thru rate, which it was understood would apply, and issued us receipted expense bills for said balances.

Now, we feel confident that under these circumstances we should not experience any great trouble in defeating the unjust undercharges for which they have filed a joint suit. We take the position that if the Rock Island could not interpret their own tariff, and their interpretation was in error, that we, who relied upon their correct knowledge of their own tariff, should not be responsible if, as a matter of fact, they did misinterpret them.

As above stated, the tariffs are now the same as at the time these shipments were made, and they do not say this transit can be taken, nor do they say it cannot be taken; but the Rock Island ruled that it was permissible, and authorized the shipments on the thru rates in accordance with the bills of lading which they executed. Therefore, we are writing to ask if you can inform us of any court decision or legal way to offset their attempt to charge the flat rate from Fort Worth.

We would also like to know what limitation for suit runs on interstate traffic. This tonnage originated in Iowa during early fall of 1923, and was transited at Ft. Worth during the months of September and October, 1923. We would like to determine whether or not this suit, which was filed Aug. 30, 1926, is barred by limitation.—Smith Bros. Grain Co., Ft. Worth, Tex.

Ans.: Railroad companies are not bound by the quotations or interpretations of tariffs made by their own employees or clerks.

If the correct interpretation of the tariff results in an undercharge the shipper must pay. All the decisions have been to this effect since the enactment of the present transportation act.

It is possible, however, that the railroad company is wrong in its present interpretation of the tariff. As the shipment has already moved the shipper will be given a correct interpretation of the applicable rate by writing to the secretary of the Interstate Commerce Commission at Washington, Geo. B. McGinty. All dates should be given in the inquiry to enable the Commission to figure the rate.

Under Section 16 of the Interstate Commerce Act, as amended June 7, 1924, the carrier's suit to recover charges is barred after the lapse of three years from the time the shipment was delivered. In this case the suit was begun in time.

The St. Lawrence Waterway.

Grain Dealers Journal: I note your summary of the "Solution of Our Transportation Problem" as reported in your "Grain Carriers" column of the Sept. 10 number and ask "Why bother about the St. Lawrence waterway? Haven't we enough debts and taxes as it is?"—L. Barsleaux.

Ans.: The Illinois Great Lakes St. Lawrence Waterway Commission Report to Gov. Small (July, 1926) referred to was made presumably at the instigation of the Legislature or some political powers wishing to ascertain the more practical route to the sea. It is claimed this route will reduce the cost of moving freight to and from the Middle West by at least \$4 per ton and that it will bring the Middle West, with its 40,000,000 people, its 70% of agricultural production, its 45% of total wealth, its more than 40% of total production closer in transportation costs to the markets of the world. It is said to insure increased wealth to help carry the debt burdens of the nation.

Terminal Grain Weighmasters Will Meet at Buffalo.

The Annual Meeting of the Terminal Grain Weighmasters' Ass'n will be held on Monday, Oct. 18th, at the Hotel Statler, Buffalo, N. Y., at the same time and place as the Grain Dealers' National Ass'n.

It is the plan of the Arrangement Committee to have the meeting follow a special dinner to be provided for the membership, same as last year, the meeting to be held in the room where the dinner is served.

Sec'y H. W. Ewert is welcoming suggestions for the program.

All About "Tillie" Bryant's Bison City Special.

Everybody will want to "go east" to the annual convention of the Grain Dealers National Ass'n to be held at Buffalo, Oct. 18-20, but they can't all crowd on "Tillie" Bryant's Personally Escorted Scenic Special.

To those who do avail themselves of the privilege of traveling de luxe on this ultra modern all-steel palace, the last word in comfortable and elegant travel will be accorded.

Especially low fares are only an added guaranty that you'll meet all your friends from the west on that train. To Buffalo and back to St. Louis is listed at only \$38.48, with additional concession for those who care to take in the Sesqui-Centennial at Philadelphia.

"The Superb Flyer" will leave St. Louis Sunday, Oct. 17, at 1:00 p. m., over the rails of the Wabash to Detroit. From there the limited will follow the course of the Michigan Central, tarrying at Falls View, Ontario, at which point ample time will be allowed to permit everyone to view Niagara Falls from all angles. The train will arrive in Buffalo at a seasonable hour for breakfast and a walk before the first Monday morning session.

Reserve your bunk now! And "Tillie" will handle your hotel reservation too! Mr. Bryant may be reached by addressing him at the St. Louis Merchants Exchange.

Coming Conventions.

Trade conventions are always worth while as they afford live, progressive grain dealers a chance to meet other fellows from the field of daily strife and to be convinced that the much maligned horns are truly mythical. You can not afford to pass up these opportunities.

Oct. 18. Terminal Grain Weighmasters' Ass'n, Buffalo, N. Y.

Oct. 18. United States Feed Distributors Ass'n at Buffalo, N. Y.

Oct. 18-20. Grain Dealers National Ass'n at Buffalo, N. Y.

Oct. 21-22. Association of Feed Control Officials of the United States, Willard Hotel, Washington, D. C., in conjunction with the Ass'n of Official Agricultural Chemists and of Dairy, Drug and Food Officials.

Dec. 6-7. Wholesale Grass Seed Dealers winter-meeting at Chicago, Ill.

Suggestions for Dealers Driving to Buffalo Convention.

E. E. McConnell of Buffalo suggests that grain dealers driving to Buffalo for the National Convention Oct. 18-20 bear in mind that Buffalo and vicinity affords some wonderful automobile trips and the month of October is a most delightful time for such trips. You have your choice of five or six routes of all paved road to New York City.

We urge everyone to drive to the Convention that can do so. From Cleveland to Buffalo along beautiful Lake Erie is a most wonderful trip; all paved roads.

Other side trips from Buffalo, all fine paved roads. Arrange to stay in Buffalo all week and make these trips.

Fireproof garage, moderate price, directly across from Hotel Statler, parking space during the day. Have arranged stickers for your windshields showing you are guests of Buffalo during Grain Dealers Convention. Traffic cops will see that you are well taken care of.

Tourists should bring overcoats along, as October air along Lake Erie and in Buffalo is sharp, but pleasant. We will have a representative from the Buffalo Automobile Club at the Hotel Statler to direct you on any trips you want to make. To Niagara Falls, Lewistown and Youngstown, most beautiful trip along Niagara River below the Falls. Fort Niagara at Youngstown—you will see the old Fort, 200 years old. This is a fine trip for one afternoon. To East Aurora, Olean, Salamanca one of the most beautiful one day trips from Buffalo, to Olean is beautiful rolling country; Olean to Salamanca, along Allegheny River and foothills of Allegheny Mountains. East—100 miles to Geneva, head of Seneca Lake. South—about 40 miles along shore of Seneca Lake to Watkins Glen, one of the most wonderful scenic wonders of the East, one of the most unusual scenes from coast to coast.

Danville—through East Aurora, Warsaw, most beautiful scenic trip of about 75 miles. Near Warsaw stop at Letchworth Park, another of New York State's beauty spots. Canadian trip from Niagara Falls to Toronto, through Hamilton along beautiful shore of Lake Ontario, about 110 miles. State License cards necessary to cross border.

Another fine trip is Buffalo to Jamestown via Westfield to Mayville along beautiful Lake Chautauqua.

A very interesting trip is starting from The Front Park, Buffalo (where Niagara River flows from Lake Erie), drive along River Road to Niagara Falls, then on to Fort Niagara (where Niagara River flows into Lake Ontario). This gives you Niagara River from start to finish, together with a fine lot of views that cannot be equaled in the world.

"Call Rule" Approved by Federal Court

The U. S. Circuit Court of Appeals on July 13, 1926, gave a decision on the petition of the Minneapolis Chamber of Commerce asking the court to review an order by the Federal Trade Commission against the Chamber of Commerce. The Court set aside parts of the Commission's order, and decided many points of interest to other grain exchanges, in its voluminous opinion.

The complaint lodged by the Commission was that the Chamber of Commerce was engaged in a conspiracy to destroy the Equity Co-operative Exchange.

The decision now by the Circuit Court deprives the Chamber of no substantial right. On the other hand the Court holds that the Commission's order (to desist) is invalid in the following parts:

Orders Invalid.

Hindering, obstructing or preventing any telegraph company or other distributing agent from furnishing continuous or periodical price quotations of grains to the St. Paul Grain Exchange, or its members, or to the Equity Co-operative Exchange or its stockholders.

Passing or enforcing any rule or regulations, or enforcing any usage or custom, that prohibits or prevents members of the respondent Chamber from conducting their business of dealing in grain according to the co-operative method of marketing grain or according to the patronage dividend plan, like or similar to the method or plan adopted by the Equity Co-operative Exchange.

Denying to any accredited representatives of any organization or association of farmer grain growers or shippers admission to membership in said respondent Chamber, with full and equal privileges enjoyed by any or all of its members or by any or all concerns represented by membership in said respondent Chamber of Commerce, because of the plan or purpose on the part of such organization or association to pay or propose to pay patronage dividends or to operate or propose to operate according to the co-operative plan of marketing grain, namely, the plan of returning any portion or all of its earnings or surplus to its patrons or members on the basis of patronage, whether such earnings or surplus is derived from charging patrons or members commissions or otherwise.

Passing or enforcing any rule or regulation or enforcing any usage or custom that compels shippers of grain to Minneapolis, Minnesota, from country points or from St. Paul, Minnesota, to pay commission or other charges, unless and until like commissions and charges are paid by shippers of grain to Minneapolis from Omaha, Nebraska, or from Kansas City, Missouri, or other such favored markets.

Passing or enforcing any rule or regulation, or enforcing any usage or custom, that prohibits members of the respondent Chamber, when buying grain on track at country points from paying therefor more than the market price of similar grain prevailing at that time in the Exchange Room of the respondent Chamber, less freight, commissions and other charges.

Promulgating, interpreting or enforcing any rule, custom, regulation or usage in such manner as to require any member of respondent Chamber to pay to the farmer, or country shipper or other person, a price for grain limited to a price equivalent to or identical with the Minneapolis market price, or otherwise limit the exercise of free will and individual independent judgment of any such member as to the price which he shall pay, or which he desires to pay farmers, country shippers, or others for grain on track at country points.

The Court sustained the following parts of the Commission's order, which however, is of small importance, the Chamber's controversy with the Equity having ceased in 1916:

Valid Part of Order.

We should sustain those portions reading as follows:

"Now therefore, it is ordered that the respondents: The Chamber of Commerce of Minneapolis; C. A. Magnuson, C. M. Case, William Dalrymple, A. C. Andrews, B. F. Benson, W. T. Fraser, H. P. Gallaher, J. B. Gilfillan, Jr., H. S. Helm, Asher Howard, John McLeod, J. H. MacMillan, F. C. Van Dusen, John G. McHugh, and all other members, officers, directors, agents, servants and employees of the Chamber of Commerce of Minneapolis, Manager Publishing Company; John H. Adams, and John T. Fleming, and each of them and their or its officers, agents, solicitors, representatives, servants and employees, and all other persons act-

ing under, through, by or in behalf of them or any of them, forever cease and desist:

"From combining and conspiring among themselves or with others, directly or indirectly, to interfere with, or injure, or destroy the business or the reputation of the St. Paul Grain Exchange, or its officers and members, or the Equity Co-operative Exchange, or its officers and stockholders (or other competitors of the respondent Chamber and its members) by

"(1) Publishing or causing to be published in any newspaper, periodical, pamphlet or otherwise, or circulating, or causing to be circulated orally or otherwise, among the customers or prospective customers of the members of the St. Paul Grain Exchange, or the public generally, any false or misleading statements concerning the financial standing, the business or the business methods of the said Exchange, its officers or members, or concerning the said Equity Co-operative Exchange, its officers or stockholders.

"(2) Instituting vexatious or unfounded suits either at law or in equity against said Equity Co-operative Exchange with the purpose or intent, or with the effect of hindering or obstructing the business of the said Equity Co-operative Exchange or injuring its credit and reputation.

"It is further ordered that the respondents: The Chamber of Commerce of Minneapolis; C. A. Magnuson, C. M. Case, William Dalrymple, A. C. Andrews, B. F. Benson, W. T. Fraser, H. P. Gallaher, J. B. Gilfillan, Jr., H. S. Helm, Asher Howard, John McLeod, J. H. MacMillan, F. C. Van Dusen, John G. McHugh, and all other members, officers, directors, agents, servants, and employees of the Chamber of Commerce of Minneapolis, and each of them, and their or its officers, agents, solicitors, representatives, servants, and employees and all persons acting under, through, by or in behalf of it or them, or any of them, forever cease and desist from:

"(1) Combining and conspiring among themselves or with others directly or indirectly to induce, persuade or compel and from inducing, persuading or compelling any of the members of said Chamber, their agents or employees, to refuse to buy from, sell to, or otherwise deal with the St. Paul Grain Exchange or its members, or the Equity Co-operative Exchange, or its stockholders, or the customers of any of them, because of the patronage dividend plan of doing business adopted by the said Equity Co-operative Exchange, or by any of the members of the said St. Paul Grain Exchange, as more particularly set forth in paragraph (4) infra of this order."

The Court upheld the call rule of the Chamber protecting the commission rate on the theory that the grain receiving interest on the exchange should be maintained in order to preserve a free and competitive market. The court accepted with approval and quoted the following testimony by Col. Geo. D. Rogers, one of the early commission men, as follows:

"Shortly after coming to Minneapolis I sent out circulars to all former patrons announcing that I would handle their grain on commission. A few days later came a letter from a farmer at Luverne informing me that he had shipped three cars of No. 1 wheat, such as was desired by the millers. When the cars arrived I took a sample from each, went to the 'agent' of the Millers' Association and asked for a price. 'Where did this grain come from?' he asked. 'I thought it was quality of grain rather than point of shipment you were seeking,' was my reply. He then explained that if the grain was shipped to me from a station where the millers' association had an agent, the mills would not buy it. They had an agent at Luverne and he refused to buy it. Nothing was left for me to do but ship it to Chicago. The wheat was loaded in cars, which the railway refused to allow to leave their lines. Hence I requested that three larger cars be parked alongside the grain cars, hired half a dozen men with shovels to transfer it, and went to bed. Next morning when I drove to the siding I found the millers' agent on deck. He asked me what I was doing with the wheat and then offered to take it off my hands at the price I had quoted the preceding day."

The court said: From 1860 to 1880, practically the only demand for wheat at Minneapolis was to supply the mills there. These mills had formed the Minneapolis Millers' Association as a purchasing agency. This agency sent its representatives out to the local shipping points. In some instances, there may have been country elevators operated by the mills. There were elevators established along the lines of the railroads at country shipping points, known as "line elevators," and owned by the railroads or by elevator companies.

Prior to 1880, the flow of grain was almost entirely to the mills, the consignment business was insignificant and the millers were in control of the situation. This was a most disadvantageous situation for the producer. He had no terminal market to which he could consign his grain and no one who could represent him at the terminal. He was confined to the limited market at his local shipping point. At that place his only customers were the organized buying agency of the millers or the line elevator which must later sell the wheat to the millers, making a profit for itself. Thus the producer had his market limited to the local shipping point and, even in that market, was at the mercy of the buyers.

Producers at Mercy of Millers.—The inevitable result of this situation was that the producer was compelled to accept much lower than his wheat was worth—at times as much as ten cents a bushel less. Men who were familiar with selling grain as a business recognized the opportunities presented. They came into this field as commission men who would receive consignments from the country and sell to the millers at Minneapolis or, if no satisfactory market could be found there, would forward the grain to some other terminal market for sale.

Effect of Intrusion of Commission Men.—The effects of this intrusion and establishment of the commission men were as follows: It established a terminal market where the producer could sell his grain thru a trained agent; it broadened the usefulness of that market by bringing in other buyers than the local millers, because the very establishment of such a market attracted outside buyers; it released the sellers from the domination of buyers at that market, because the agent could, if advisable, forward the grain to some other terminal market; it gave the producer the valuable services of a selling agent who knew the grain trade, was familiar with grain prices and the conditions affecting them and was interested in procuring the highest price for the grain; it relieved the producer from the buyers' monopoly of the country shipping point market; it provided a ready market for the increasing production of grain naturally tributary to Minneapolis and one where the prices were in harmony with the grain markets of the world; it insured to the producer the value of his wheat as determined by the markets of the world, less only the necessary marketing expenses and the selling commission, instead of leaving him at the mercy of the buyer at his local shipping point; it raised and stabilized the prices at the local points, because the producer could ship to the terminal if the local price offered him was out of line with that at the terminal. In short, it substituted the buyers of the world for the country shipping point monopoly of millers or of line elevator men.

The growth of the market has been along these lines, resulting in the millers doing most of their buying on the floor and in a decrease in number of line elevator companies and a corresponding increase in the number of commission men. Another development has been that the line houses have become largely owned by or identified with the large terminal elevator men. These changes in condition were initiated by, developed because of and, at present, depend largely upon the commission men.

The Commission Rule.—With the background of the above outline of the general place and functions of the commission men in this market we turn to the particular matters and conditions aimed at by these three provisions of the order of the Trade Commission. In a highly organized market consisting of three major elements (buyers, dealers and commission men) we may expect to find rules which govern all members in their dealings with each other and also rules which have particular application to one or more of these elements in its dealings with non-members. One of the important rules having such application to commission men is that establishing a definite rate of commission. This is known as the "uniform commission rule." The form of the rule establishes a "minimum" commission, but it was clearly understood and experience has conclusively demonstrated that the effect of the rule was to establish a fixed definite commission.

Competitive business conditions of a seemingly permanent character have always prevented a charge by any member of a commission above the fixed minimum. The constant struggle among the commission members has been to maintain this minimum and prevent rebating of any portion thereof thru any device. Section 11 of Rule VIII makes it a violation of such rule to, in any manner, cut, assume, rebate, or evade, directly or indirectly, the charge of the full minimum commission. It is thus apparent that the commission rule is defined largely by reference to the prohibitions against violations. This record teems with instances of interpretations by the Board of Directors of what acts constitute a violation of this rule. A few instances of things held to be violations will reveal the meticulous care and sensitiveness with which this rule is guarded from supposed infractions. Such are: Payment of commission to non-resident solicitors of shipments; payment for telegrams and telephone messages from shippers; not charging fixed or current rate of interest on advances and loans to shippers; paying hotel bills of

visiting shippers; deposit of money in banks to influence shipments; giving shippers \$25 registering machine to induce shipments.

Beneficial Effect of Commission Rule.—Where formerly the buyers controlled what terminal market there was, now the seller has a choice of a number of highly trained agents who are vitally concerned in securing the best price for his grain and who look after and care for his interests. It seems evident that the careful protection of the uniform commission rule has preserved and developed the commission business and that business has, in turn, created and developed the selling end of the terminal market. The greatest beneficiary thereof is the producer, for he is always a seller. This condition of improvement, thru the activities of commission men, is not confined to the terminal markets, but extends to the local market.

Before the time of the commission men and the establishment of the Chamber, the local markets were closely gripped by the organized millers and the line elevators which largely sold to those millers. The producer or the independent local elevator was well nigh helpless in procuring an adequate price for the grain locally marketed.

The commission men introduced a new buying element into that market when they entered it. This element was greedy for the grain because its success depended upon the volume of grain handled. It raised prices because it was satisfied with the profit of a commission. It stabilized the prices and placed them in line with the wheat prices of the world, because its dealings were based upon the prices of a great terminal market. It not only had the above effects upon the local market because of purchases, by commission men, of "on track" and "to arrive" grain and because it furnished a sure outlet for the grain of the independent local elevator; but there is another important effect. That is the increasing development of the independent local elevator business and the decline of the line elevator.—13 Fed. Rep. (2d), 673.

The Canadian Government's Concrete Elevator at Saskatoon.

The Canadian Government's 3,500,000 bu. reinforced concrete elevator at Saskatoon, Sask., is one of the largest and most modern elevators west of Winnipeg. It was built by the Barnett-McQueen Co., and is one of the most rapid of the inland grain handling plants. It has three receiving tracks under which are nine receiving sinks of large capacity, and on the opposite side of the house are two shipping tracks with six loading spouts, and cars located in the receiving shed may also be loaded at the same time. A new view of this plant is presented on the outside front cover of this number.

Guarding against the European corn borer invasion, inspection service was instituted in Chicago to prevent importation of the pest in sweet corn shipments from the blighted areas. Farmers are instructed to report to this division the appearance of this or any borer infested corn.—S. J. Stanard, Director, Illinois Dept. of Agr., Springfield, Ill.

Canadian Pool Underselling U. S. Wheat?

Last year with a small crop in the United States the Canadian pool was able to work prices to a considerable extent. This year there is more competition for the Canadian pool, so it is underselling United States wheat in an effort to dispose of as much as possible before the close of lake navigation around Dec. 10.

The Canadian wheat pool which has been operating with success for a few years is very active in Western Canada and expects to handle about 60% of the market crop in western provinces.

Any forced selling has a depressing effect on the market price, especially when buyers know that the sellers have a great quantity to dispose of. When the buyers can obtain all the wheat they require from one interest there is absent the bidding up of prices to several sellers to obtain the required quantity when the trade is more divided.

It is even probable that some buyers, having a natural objection to a selling monopoly, should avoid the big pool and pay the same price elsewhere in preference, making it more difficult for the pool to dispose of wheat on a declining market.

New Barley Grades Not a Guide on Present Crop.

Sample grade is a designation under the federal rules for grading grain not good enough to grade as high as the numbered grades. One of the criteria that throws grain into the sample grade is much moisture. Dampness may work against the keeping quality of grain that is otherwise sound for the purposes of the buyer.

The new grades for barley place a maximum of 14.5 per cent moisture on the numbered grades, but on the present damp harvest 75 per cent of the receipts fall into sample grade on account of too much moisture.

So it happens that the maltsters are paying no attention to the grades but are buying barley as formerly, solely on the merits of the grain for their purposes. There are samples of No. 3 barley that are of poorer quality than the sample grade barley. In such cases the sample barley is selling at a higher price than the No. 3 grade.

A buyer of grain in the country who must load out what he takes in without the opportunity of mixing grain down to the line above the contract grade will realize a higher price by having his receiver sell by sample, irrespective of the official grade.

House of Louis Dreyfus Granted Russian Grain Selling Monopoly in France.

A secret agreement recently signed in Moscow gives the French house of Louis Dreyfus a monopoly on the selling of Russian grain in France, and the further right to export grain from Russia without the control of the soviet commissariat for foreign trade.

This house is and always has been a large buyer of wheat from Argentina, Australia and Russia.

Further, in the future they have agreed to finance crops in certain regions which Moscow could not do without further currency inflation which the sagging chervonetz (soviet money unit) would not permit.

The Russians feel that by permitting direct contact with local soviet organizations (that not with the farmers) in the purchase of grain the peasants will obtain a better price for their products by producing larger sales abroad, thereby reducing their unfavorable trade balance or commercial deficit. However, in French financial circles the negotiations are regarded as a revelation of the breakdown of the soviet foreign commerce system which is being scrapped to save the country from commercial ruin.

"Although the Russian crop this year is not as large as anticipated, wheat selling in that country is now on a better footing than it has been for some time," asserted M. Louis Dreyfus of Paris, one of the wealthiest grain merchants in the world, while on the floor of the Winnipeg Grain Exchange, Sept. 15. "The Soviet has established a new control at the shipping ports and is standardizing the quality of export grain."

"Altho I have buying agencies in all the important wheat countries of the world," he continued, "I am looking to Canada for a considerable part of my supply again this year."

Louis Dreyfus & Co. hold membership in many of the larger grain exchanges in the United States.

Were it not for the existence of the great grain exchanges which have been established and fostered by private capital and developed to a high state of efficiency by private initiative, the Canadian pool or any other co-operative agency would frequently be confronted with the inability to sell wheat as rapidly as it wished. Existence of the futures market makes it possible for them to hedge the excess over what foreign consumers are willing to take.—Siebel C. Harris.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Will Not Use Tile in Rebuilding.

Grain Dealers Journal: My loss on elevator, grain and farm implements was \$17,500. I had \$6,500 insurance with the Grain Dealers Mutual which has been paid in full.

My elevator at Reesville on the P. R. R. is very busy with corn and wheat.

I expect to rebuild, but wish to inspect four or five modern elevators before deciding upon the size or the material to be used. After looking at the ruins of the tile elevator illustrated in the July 25 Journal I think I will not use tile. Yours for better facilities.—W. A. Ewing, Melvin, O.

Complaints of Poor Car Service Groundless.

Grain Dealers Journal: On page 97 of the July 25 number of your Journal, I note the item signed by "Oklahoma Would-Be Shipper."

I cannot let an article of this nature pass unchallenged. This Would-Be Shipper is not a shipper at all or is unfair.

We happen to have three plants located on this particular branch of the Santa Fe ourselves and there has been but one day in this crop movement that we have been inconvenienced by not having received empty cars to take care of our business.

Our elevators located on this branch received more bushels from June 15 to August 1st than we ever received in so short a period before. We talked to Mr. Briscoe, the Division Supt., at Wellington, who has charge of this particular branch, and frankly told him that we needed equipment for two of the stations on this branch. This has to do with the instances referred to above, and on the same day we talked to Mr. Briscoe the equipment was furnished us.

The article as written in the Journal of July 25 is unfair to Mr. Briscoe, the Division Superintendent, as well as the Santa Fe Railway Co., for it has been our experience over a period of years that if shippers are fair with their Division Supt., he will take care of their needs to the limit. In my judgment this Would-Be Shipper was not entitled to the privilege or did not order his equipment as he should or it would have been furnished him in ample time to have taken care of his shipments.

We wish here to state that both the Santa Fe and the Frisco Ry. Co. have taken care of our sixteen country stations and the mill so far in this crop movement to the limit. We have no fault to find with their service, and wish here to commend both roads for the service they have furnished us.—Blackwell Milling & Elevator Co., L. E. Raymond, Mgr., Blackwell, Okla.

THE SCALE which weighs against the buyer is not always the most expensive elevator machine, as the scale which weighs in his favor may drive all his patrons to his competitors. No grain elevator operator can afford to "guess his scales are weighing correctly," it is his duty to his customers to know. A semi-annual inspection and overhauling of your scales is essential to the success of your grain business.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

COLORADO.

Holyoke, Colo., Sept. 19.—Eastern Colorado has had abundant rains and the large acreage of fall seeded winter wheat is up to a splendid stand, according to the consensus of opinion of the 70 members of the Colorado Grain Dealers Ass'n attending a prairie chicken dinner here today.

IDAHO.

Midvale, Ida., Sept. 4.—Have 8,000 acres of fall wheat averaging 25 bus. to the acre adjacent to the Midvale territory this year. Our spring wheat acreage of 5,000 acres averages 15 bus.—X.

ILLINOIS.

Fairview, Ill., Sept. 15.—Corn here is 10 days behind but going fine. Too much wet weather for late threshing and lots of wheat and oats are rotting. Clover seed will be scarce.—Guy M. Davis, mgr., Buckley Elvtr.

West Brooklyn, Ill., Sept. 17.—Small grain nearly all threshed but is low in yield and poor in quality. Corn generally looking good but several weeks backward and not out of danger of frost. Old corn about all in, possibly 20% in farmers' hands. Not much offered.—West Brooklyn Farmers Co-op. Co.

Springfield, Ill., Sept. 22.—As a result of excessive moisture in north and central districts, corn ripened slowly and over two weeks of favorable weather is needed there before the corn will be safe from frost. Cutting ensilage has begun in the south. Grain remaining in shocks is badly sprouted and some oats are reported as almost worthless. Threshing was resumed tho plowing was delayed by wet soil. Some haying and clover threshing was done.—W. F. Feldwish, meteorologist, temporarily in charge.

Springfield, Ill., Sept. 24.—Forty-seven per cent of the state corn crop was reported safe from frost on Sept. 20 and if frosts hold off until Oct. 1 it is estimated that around 70% of the crop will be safe. Present corn condition is near normal. Late season grass and weed growth is unusually abundant due to excessive rains. About 87% of the small grain threshing has been completed, about two-thirds of the wheat and one-third of the oats being threshed before the rainy season set in the middle of August. That threshed since the rains is off grade. A large increase in the fall planted wheat acreage is in prospect. Broomcorn has been hard hit by the excessive rains and the crop prospect has been considerably lowered since Sept. 1, it being estimated that about half the crop has been lodged or tangled.—A. J. Surratt, Agr. Statist.

INDIANA.

Evansville, Ind., Sept. 21.—The stand of corn in the Ohio river bottoms this year is unusually good and it is predicted that some of the fields will yield from 75 to 100 bus. per acre. The acreage of cowpeas this season was the largest in years in the southern Indiana section and the yield proportionately as big. Most of the southern Indiana farmers have their ground prepared for fall wheat sowing. A much larger acreage will be put in than last year.—W. B. C.

West Lafayette, Ind., Sept. 1.—Abundant rainfall and temperatures higher than normal in August caused corn condition to rise 10 points to a slightly better than average outlook, and the forecast from the reported condition is more than 15% larger than last month. Corn is rather green for the time of year. The favorable corn conditions were very unfavorable for oats in the shock, so the prospective outturn for this crop is much lower. The drop in condition was 7 points and the forecast is 11% lower. Hay crops show a slight improvement from last month but most kinds of hay except alfalfa were too far advanced to profit much from the additional moisture. Among the minor crops cowpeas made the greatest improvement, as this is principally grown in the southern part of the state where drought was intense thirty days ago. Condition went up 13 points. Soybeans with more acreage in good

condition last month improved only 8 points.—Miner M. Justin, Agr. Stat., U. S. Dept. Agri. IOWA.

Gravity, Ia., Sept. 9.—Crops are only fair and very wet.—E. L. Foust, mgr., Farmers Stock & Grain Co.

Industry, Ia., Sept. 13.—Oats were a fair crop of about 35 bus. Corn will do about the same if it matures, but we need warm weather until Oct. 1. Plenty rain now.—C. S. Knudsen.

Emmetsburg, Ia., Sept. 8.—Threshing is done here except for a few odd jobs. Early oats weighed good while late ones were somewhat light. We had an exceptionally good run of grain from the machine—more than usual. Corn looks fair in most places, but must have good fall to properly mature most fields. In sandy spots will be very poor.—G. L. Benschoter, mgr., Farmers Co-op. Co.

KANSAS.

Great Bend, Kan., Sept. 21.—Recent rains have put the ground in excellent shape for wheat and our farmers are planting their next crop of wheat.—The Walnut Creek Milling Co.

Cottonwood Falls, Kan., Sept. 9.—Late rains will improve late planted corn and kafir. Conditions good for wheat seeding which will start in about 10 days.—P. E. Burnett, mgr., Kansas Flour Mills Corp.

Sublette, Kan., Sept. 16.—Haskell county just received a two-inch rain the 14th which has put the ground in the finest of condition for fall wheat sowing, and the farmers are very busy putting in the largest acreage Haskell County has ever had.—Claud M. Cave.

Trousdale, Kan., Sept. 11.—Wheat is going into the ground in poor condition and high winds have caused the sifting of the early prepared soil. Corn will make only about one-third of a crop, hardly enough to pay for the shucking. Barley acreage has been increased considerably.—L. A. Coons, mgr., Trousdale Co-op. Exchange.

MINNESOTA.

Felton, Minn., Sept. 17.—Crops are very light quality; wheat good, oats poor.—Edw. Carlson, agt., Monarch Elvtr. Co.

NEBRASKA.

Randolph, Neb., Sept. 11.—Oats crop about 18 bus. average, fully half damaged by heavy rains. Corn looks like a two-thirds crop or about a 30 bus. average, but may be less if get soft corn.—E. O. Doak, agt., J. J. Mullaney.

NORTH DAKOTA.

Minot, N. D., Sept. 17.—Rain has greatly hampered the threshing of our rather light crop.—J. E. Harmon.

Johnstown, N. D., Sept. 18.—Crops are just running fair. Wheat making about 10 bus. to the acre.—C. W. Anderson, Monarch Elvtr. Co.

Harvey, N. D., Sept. 21.—Our crops are light, durum averaging about 8 bus. per acre; oats and barley very light in yield.—Agt., Osborne McMillan Elvtr. Co.

Emerado, N. D., Sept. 14.—The crop condition is just fair. The average yield of wheat is about 12 bus., oats 35, barley 30, rye 10, flax 7, and durum wheat about 20 bus. The sweet clover is yielding as high as 15 bus. per acre and is selling for 7 to 8½ cents per pound. Weather conditions have been very favorable for threshing.—Fred E. Michaelis, The St. Anthony & Dakota Elvtr. Co.

OHIO.

Fostoria, O., Sept. 14.—We have been busy for several weeks running 24 hours a day trying to take care of the bum oats. A lot of them are coming in sample, heating with heavy moisture and have to be dried and bleached to make them marketable. Corn is very spotted in this territory with a small percentage out of the way of frost damage, but most of it will require three or four weeks' favorable weather to mature. Prospects are unfavorable for having reasonably dry corn this fall.—A. T. Ward, pres.-mgr., The Fostoria Storage & Transfer Elvtr. Co.

Wooster, O.—The 1926 wheat crop suffered comparatively little injury from Hessian fly except for some fields in about a dozen counties in the west central part of the state. The wheat field survey made by entomologists of the State University, Experiment Station, and Department of Agriculture revealed, however, that the amount of fly in practically all sections was slightly greater than it was in 1925. This condition is interpreted as indicating that at this time the insect is gradually forging ahead of its natural enemies which have rather effectively held it in check during the last few years. Past experience with the fly leads entomologists to

believe that under this condition it would be unwise to digress very far from the fly-free seeding dates.—Ohio Agricultural Experiment Sta.

SOUTH DAKOTA.

Humboldt, S. D., Sept. 17.—We have a fair crop of corn and mostly all out of danger of frost.—H. L. Petersen, mgr., Farmers Elvtr. Co.

Mapleleaf, S. D., Sept. 18.—Crops are very light here this year, the bulk of the farmers are only getting their seed back.—Mapleleaf Grain Co.

Philip, S. D., Sept. 11.—Our small grain crop averaged but 50% normal. Corn prospects are fair with a 50-75% corn in prospect if frost holds off another 10 days.—Philip Mlg. Co.

Jefferson, S. D., Sept. 17.—Wheat crop is about 75% of last year's crop and corn will be about a half crop, tho of good quality. Threshing is nearly all done and 85% of the wheat marketed.—P. U. Bernard, Farmers Elvtr. Co.

WASHINGTON.

Almira, Wash., Aug. 26.—Have an average crop thru this section of 9 bus. to the acre, which is two or three bushels less than a year ago. Quality is good. Have had a continued drought thru this section for a number of years except in 1923.—Lyle Cabbage, Almira Trading Co.

WASHINGTON, D. C.

Washington, D. C., Sept. 10.—Condition of crops in the U. S. on Sept. 1, compared with Aug. 1, 1926, Sept. 1, 1925, and the 10-yr. (1916-1925) average Sept. 1 condition (normal 100%) was: broomcorn, 79.1-85.0-62.9-70.4; cowpeas, 79.5-73.6-54.6-...; cloverseed, 68.5-...-69.8-79.2.—Crop Reporting Board, U. S. Dept. Agr.

Washington, D. C., Sept. 10.—The condition of flaxseed Sept. 1 was 62.8% of normal, indicating a crop of 19,255,000 bus. Last year's crop was 22,000,000 bus. Most of this crop is produced in Minn., No. and So. Dak. The chief cause of the lower condition on Sept. 1 is rains in No. Dak., which cause too much weed growth.—U. S. Crop Reporting Board.

Washington, D. C., Sept. 10.—Broomcorn conditions have not changed materially during August except in Colorado, where conditions of drought cut the prospective crop nearly half. The condition of 79.1% Sept. 1 indicates a probable crop of about 54,000 tons, if average influences prevail during the rest of the season. This is almost double the small crop of 1925, but only about two-thirds the size of the crops of 1924 and 1923.—U. S. Crop Reporting Board.

Washington, D. C., Sept. 10.—Conditions have been favorable for the grain sorghums in Tex., Okla., Ariz. and Mo. High temperatures and lack of rainfall in Kan., N. Mex., Colo. and Cal. were detrimental. Indications are good for a considerably increased production over the past few years, although prospects show a slight reduction from those of a month ago. A total production of 102,113,000 bus. is indicated, which is 31,000,000 bus. greater than last year's short crop.—U. S. Crop Reporting Board.

Washington, D. C., Sept. 11.—Condition of the following crops Sept. 1 compared with their condition the previous month, in percent of normal, was: rye, 83.5-...; buckwheat, 100.6-91.3; flax, 90.0-87.3; rice, 96.7-99.7; grain sorghums, 114.9-113.7; cloverseed, 86.5-...; broomcorn, 112.4-116.4. The total production of important forecast this year as compared with harvested production last year is estimated as follows: Corn, 92.9%; wheat, 125.8%; oats, 83.6%; barley, 89.7%; rye, 86.2%; buckwheat, 107.6%; flax, 87.7%; rice, 114.6%; grain sorghums, 143.8%; cotton, 94.4%; tame hay, 91.0%; beans, 88.7%; broomcorn, 176.9%.—Crop Reporting Board, U. S. Dept. Agr.

Washington, D. C., Sept. 10.—The prospective tame hay crop was increased by about 1,000,000 tons during August, or from 78, to 79,000,000. Rains generally benefited the growing crops of alfalfa, the second crop of clover, and catch crop hays like millet and sudan. These late hays, however, are a small part of the total crop, the bulk of which was cut by the middle of August. Some cut and ungathered hay deteriorated in quality from exposure to the frequent rains. The hay crop is short, and its indicated production is less than that harvested any year since 1918. Even if the crop of hay were further augmented by a favorable fall, the total crop would still be below last year's crop and probably the smallest since 1914, except 1918.—Crop Reporting Board, U. S. Dept. Agr.

WYOMING.

Veteran, Wyo., Sept. 15.—Crops are good here as we are located in one of the best irrigated districts I know of, having plenty of water.—W. E. Gray.

Buffalo, Wyo., Sept. 6.—Wheat crop in this district fair this year, most of which will be milled locally with possibly 25% going to eastern markets.—X.

Wisconsin Oats Light This Year.

Madison, Wis., Sept. 14.—With threshing under way, yields of oats are turning out lower than indications at harvest time. Light oats are general. The crop varies from a 63% of normal yield in a few southwestern counties to 88% in a dozen eastern counties. The total crop in Wisconsin is one-fourth less than last year's big crops. Rains damaged oats in the shock in a region from Pennsylvania to Iowa, further reducing the United States production to 16% below last year and 5% below the five-year average crop.

Barley is threshing out uniformly good yields in Wisconsin, which together with the carry-over from last year's big grain crops relieves the feed situation created by a short oat crop.

Wisconsin corn, although still late, has been recovering from a poor start. Ripe corn in many counties and good quality and yields of silage in most of the state are now quite certain. The frost hazard continues to be great so far as ripe corn is concerned over most of the state.—Paul Nyhus, Agricultural Statistician.

Kansas September Crop Report.

Topeka, Kan., Sept. 11.—The September estimate shows the lowest condition of Kansas corn recorded since 1918. The present condition of 31% indicates a probable average yield of only 10.2 bus. per acre and a possible total crop of 63,006,000 bus. With three exceptions, this would be the smallest crop of corn Kansas has produced in 20 years. The other years of small crops were 1913, 1918 and 1919. Last year's corn crop amounted to 104,643,000 bus., and the average of the last five years has been 110,517,000 bus.

Extreme heat and lack of moisture during August completed the ruin of Kansas corn in most of that section west of the Blue River and north of the main line of the Missouri Pacific. Many counties in this section record an absolute failure without even forage worth the harvesting. Most of the counties of the eastern and southern thirds of the state report probable average yields of from 12 bus. up to as high as 29 bus. per acre.

The partial failure of corn and low yields of hay and forage crops this season is partially offset by very good wheat and oat crops in most of the state. The winter wheat crop is estimated at 149,495,000 bus. this year, as compared with 74,750,000 bus. last year and a five-year average of 113,920,000 bus. Kansas oats this year have yielded about 36,470,000 bus., compared with 39,376,000 bus. last year and a five-year average of 34,998,000 bus.

Conditions are now good for seeding the new crop of winter wheat. Seed bed preparation is about as far advanced as in the usual year. September estimates by correspondents indicate that 95% as much plowing for wheat was done this year as last year by the same date. Moisture is generally sufficient for germination, although the northwest counties still need much more to insure good fall growth and replenish the subsoil water. By September 1 this year 95% of the wheat crop had been threshed and 58% of it had already been marketed, as compared with 91% threshed and 56% reported as marketed a year ago.

The hay crop is probably the smallest recorded in Kansas since 1913. The September outlook for all tame hay is only 50% of normal, indicating a total crop of 2,112,000 tons.

Grain sorghum condition was 60% on September 1, compared with 74% a month ago and 70% a year ago. The outlook is for an average yield of 15.3 bus. per acre and a total of 16,493,000 bus. Last year's crop amounted to 18,590,000 bus. and the 1924 crop was 24,482,000 bus. In most of the south third of Kansas and in the east central counties the outlook is for a fairly normal crop of kafir and feterita. Milo acreage in the southwest is not quite up to normal in either condition or quantity.

Broom corn prospect on September 1 is rated at 68% of normal as compared with 65% last year and 81% last month. A crop of 4,954 tons is indicated, compared with 3,100 tons last year and 6,600 tons in 1924. Prospect is for much better quality of brush than last year. The early broom corn crop in Oklahoma and Texas has been moving freely and much of it will be out of the general market by the time Kansas brush is harvested. Old stocks were very limited at the opening of the season and the situation is statistically strong for better prices later.

Maize Heads Warning.

Fort Worth, Tex.—There has been three or four cars of new maize heads arrive and all of them have been very pretty as to color and well filled berries but all of them have been hot and damp, so be sure and do not ship this new maize and kafir in the head until you know it is going to carry through to destination in good condition. One car of hot heads sold here this morning at \$10.50 basis f. o. b. shipping station.—Harry Johnson.

Floods Devastate Millions of Dollars of Corn Acreage.

Flood waters of run-away rivers in Indiana, Illinois and Iowa recently inundated and devastated millions of dollars worth of the corn crop.

Many corn fields in the vast Illinois drainage district were submerged, some fields in Morgan, Scott, Cass, Pike, Brown, Jersey, Calhoun and Green counties being under six to eight feet of water. Between 35,000 and 40,000 acres of the finest corn in Illinois was ruined in the Big Swan, Scott, Hillview, McGee, Pankepond and Mercedosa drainage districts.

Mauvaisterre Creek, a small stream northwest of Jacksonville, Ill., has flooded thousands of acres and left the corn flat. The area above the flooded fields is filled with an odor from the decaying cornstalks.

More than 6,000 acres of the Green Bay bottoms south of Burlington, Iowa, were inundated by the recent Skunk River flood waters the same week-end, with water slowly creeping over adjoining lowlands covered with mature corn or cultivated for fall planting. The flooded area was under water from three to four feet.

The White River rose seven and one-half inches at Petersburg, Ind., on Sept. 17, at the rate of half an inch an hour, increasing the corn crop damage in the bottoms every minute.

Cotton Crop Report.

Washington, D. C., Sept. 23.—A cotton crop of 15,810,000 bales of 500 pounds gross weight is indicated by the condition of the crop on Sept. 16, as reported by crop correspondents.

Present indications are 644,000 bales higher than those of September 1. The improvement is due chiefly to the unusually warm weather of the first half of September, which has favored fruiting and enabled the crop to partially overcome its late start.

Since the first of the month prospects have declined in only two important states, Missouri and Tennessee. Elsewhere the increasing damage from the boll weevil and leaf worms has been more than offset by the increased fruitfulness that is now apparent.

Weevils are also rapidly increasing in numbers in most states and are taking a great deal of the late top crop.

On the other hand, judged by the number of bolls reported safe on September 16, the crop has made material progress during the past two weeks in overcoming its lateness in fruiting, Tennessee being the exception.—U. S. Dept. of Agriculture.

Ontario Crop Statistics.

The following statistics of the principal field crops of Ontario for 1926 shows the acreage as compiled from individual returns made by farmers. The schedules were compiled by the Ontario Department of Agriculture, in co-operation with the Dominion Bureau of Statistics. The yields were estimated by a large and experienced staff of correspondents who give probable yields according to conditions on Aug. 31.

Fall Wheat:—807,015 acres will produce 21,067,346 bus. or 26.1 per acre as against 747,101 acres, 22,764,736 bus. or 30.5 in 1925 and 21,396,621 bus. in 1924. The annual average for the 44 years, 1882-1925, was 21.9.

Spring Wheat:—115,497 acres, 2,361,440 bus. or 20.4 per acre as against 113,338 acres, 2,440,632 bus. or 21.5 per acre in 1925 and 1,948,853 bus. in 1924. The annual average was 16.4.

Oats:—2,831,755 acres, 99,368,672 bus. or 35.1 per acre as against 2,837,390 acres, 118,100,471 bus. or 41.6 per acre in 1925 and 114,249,129 bus. in 1924. The annual average was 36.1.

Barley:—449,095 acres, 14,441,838 bus. or 32.2 per acre as against 436,383 acres, 14,917,247 bus. or 34.2 per acre in 1925 and 14,570,403 bus. in 1924. The annual average was 28.5.

Rye:—86,355 acres, 1,501,981 bus. or 17.4 per acre as against 98,652 acres, 1,784,625 bus. or 18.1 per acre in 1925 and 2,299,545 bus. in 1924. The annual average was 16.5.

Peas:—97,865 acres, 1,881,501 bus. or 19.2 per acre as against 133,434 acres, 2,607,287 bus. or 19.5 per acre in 1925 and 2,456,164 bus. in 1924. The annual average was 19.1.

Beans:—51,721 acres, 887,616 bus. or 17.2 per acre as against 61,080 acres, 1,154,317 bus. or 18.9 per acre in 1925 and 856,860 bus. in 1924. The annual average was 16.2.

Oklahoma Crop Report.

Oklahoma City, Okla., Sept. 13.—A corn crop of 58,308,000 bus. is forecast for Oklahoma according to a report released today by Carl H. Robinson, Statistician, United States Department of Agriculture. This forecast, based upon a condition of 90% and an acreage of 2,353,000, indicates an average yield of 24.8 bus. per acre. Last year's production was 19,185,000 bus. and the 1924 production was 54,378,000 bus. This year's production is more than three times as much as the 1925 production and about 4,000,000 bus. more than the excellent crop of 1924. There is a very slight decrease in prospects since the first of August due to the dry hot weather during the first two weeks of August, but most of the corn had already matured before the drought and no serious damage occurred. Late June corn, which comprises a very small portion of the total crop, was damaged considerably by the August drought, but has improved greatly with the recent rains. The corn crop this year is a very satisfactory one. The crop was needed badly, due to short supplies resulting from the small crop of last year. Oklahoma will have considerable corn for shipping.

Grain sorghums condition on September 1 was 86% of a normal, compared with 88% on August 1, 1926, and 61% on September 1, 1925. A condition of 86 on September 1 indicates an average yield per acre of 21.5 bus. and a total production of 24,897,000 bus. Last year's production was 14,216,000 bus. and two years ago 19,500,000 bus. Conditions during the month were generally favorable to grain sorghums and good yields are expected in practically all sections.

The condition of broomcorn was 85% of a normal, indicating an average yield of 340 pounds per acre and a total production of 24,800 tons.

Cow peas, soy beans and velvet beans are in good to excellent condition. Cow peas are rated at 85% of normal, soy beans 84% and velvet beans 80%.

Illinois Suffers Flood Damage to Crops.

Springfield, Ill.—Corn condition improved during August to near the average but crop backward and needs ideal September weather to mature the bulk of the crop. Yield and quality of much grain in the shock in northern half of state lowered by rain and flood damage, state oats crop poor, fruit crop above average, pasture and hay crop prospect improving, according to the September 1st crop survey of the Illinois and Federal Departments of Agriculture. Farm work and all crop growth will average two to three weeks late. Wet weather starting in the midst of threshing and continuing into September has been most discouraging to farmers in the northern half of Illinois. Wheat threshing was largely completed and oats threshing well along in the southern half of the state before rainy weather set in. Dry, warm weather is now needed to hasten maturity of late crops and enable farmers to prepare fields for fall planting.

Illinois corn conditions below average, though showing considerable improvement during August. Frequent rains during August favored plant growth more than ear development. On Sept. 1st plants were as green and sappy as are usually found on August 15th. This condition has increased the frost risk and ideal September weather is needed to bring 90% of the corn crop through. Corn condition about average in the northern half of the state, slightly below average in central area and poor to fair in south. September 1st condition rated at 79% of normal compared with ten-year average of 80%. Illinois corn crop outlook 330,278,000 bus., against 388,080,000 bus. produced last season and the past five-year average of 327,930,000 bus.

Entire season unfavorable for oats, which are a light crop. Early oats fair crop, where not damaged in the shock, but late oats are especially poor. Yields and quality of over half the oats crop in the important oats district of the northern half of the state has been lowered from either sprouting or weathering in the shock. Illinois oats 61% of normal, compared with the average of 81%. This condition indicates a state production of 122,981,000 bus., against 151,168,000 bus. last year.

Spring wheat condition of 76% indicates a state production of 1,608,000 bus., compared with 920,000 bus. last season. State winter wheat yield of 18½ bus. per acre is above average with state production 36,778,000 bus., compared with 34,960,000 bus. last year.

Illinois barley condition at 82% indicates a crop of 10,084,000 bus., against 8,910,000 bus. last season.

Illinois tame hay is now rated at 73% of a full crop, compared with the average of 78%. State tame hay production prospect 3,732,000 tons, compared with 3,728,000 tons last year and the average of 4,514,000 tons.

The September 1st conditions for other Illinois crops with ten-year averages shown in parentheses follow: Soy beans, 82 (83); cow-peas, 80 (81); sorghum cane, 78 (80); clover for seed, 68 (75); broomcorn, 84 (82).—A. J. Sur-ratt, Agricultural Statistician.

Canadian Wheat Crop 98.1% of 1925 Production.

Ottawa, Sept. 10.—The total production of wheat in the three prairie provinces, as estimated by the Dominion Bureau of Statistics, is now 375,697,000 bus., as compared with the finally estimated production of 382,959,000 last year.

For the three prairie provinces the preliminary estimates of total production, as compared with the finally estimated production in 1925, within parenthesis, are as follows: Wheat, 375,697,000 (382,959,000); oats, 289,698,000 (322,254,000); barley, 94,434,000 (94,141,000); rye, 11,334,500 (11,545,000); flaxseed, 7,221,500 (9,133,000). By provinces, the yields in bushels are: Manitoba, wheat, 47,801,000 (39,453,000); oats, 64,917,000 (71,770,000); barley, 54,582,000 (52,156,000); rye, 4,322,500 (5,152,000); flaxseed, 2,402,000 (1,664,000). Saskatchewan: Wheat, 208,462,000 (240,551,000); oats, 136,599,000 (174,967,000); barley, 25,451,000 (27,061,000); rye, 4,919,000 (4,512,000); flaxseed, 4,734,000 (7,439,000). Alberta: Wheat, 119,434,000 (102,955,000); oats, 88,182,000 (75,517,000); barley, 14,401,000 (14,924,000); rye, 2,093,000 (1,811,000); flaxseed, 35,500 (35,500).

Owing principally to recovery of the crops during the early part of August, the yields now estimated are substantially higher than those indicated by the condition of the crops at the end of July.

For all Canada the average yields per acre in bushels are as follows, last year's finally determined averages being given in parenthesis: Fall wheat, 22 (30); spring wheat, 17.3 (18.3); all wheat, 17.5 (18.7); oats, 32.3 (35); barley, 28.1 (27.6); fall rye, 17 (16.1); spring rye, 15.2 (16.1); all rye, 16.6 (16.1); flaxseed, 8.8 (8.2). The total yields in bushels, based on these averages and on the areas sown, are as follows, last year's final estimates being given within parenthesis: Fall wheat, 18,578,000 (23,779,700); spring wheat, 380,430,000 (387,596,000); all wheat, 399,008,000 (411,375,700); oats, 459,258,000 (513,384,000); barley, 112,011,000 (112,663,300); fall rye, 11,077,000 (11,281,600); spring rye, 2,180,000 (2,406,900); all rye, 13,257,000 (13,688,500); flaxseed, 7,358,500 (9,297,100).

Northern Hemisphere Wheat and Rye Crops.

Washington, Sept. 10.—Wheat production forecasts and estimates reported for 25 foreign countries amount to 1,828 million bushels compared with 2,043 million bushels in those countries in 1925, a decrease of 10.5 per cent. Adding the United States figure the total production for all countries reporting to date is 2,667 million bushels, a decrease of 1.5 per cent from the production of those countries in 1925 when they produced 81 per cent of the total world crop exclusive of Russia and China and 92 per cent of the Northern Hemisphere total exclusive of Russia and China.

The total crop so far reported for Europe is now placed at 1,051 million bushels a decrease of 9 per cent from the crop of the same countries last year. Germany is the principal country for which no definite estimate is available. With production in that country now believed to be 14 to 20 per cent below last year and a reduction looked for in Yugoslavia also, it is expected that the total European crop exclusive of Russia will be at least 10 per cent below the 1925 crop, but above the average for the past four years. Early threshing results indicate a poor quality in Germany and Rumania. In France, Bulgaria, the Theiss region of Hungary, Denmark and Portugal qualities are said to be good. Heavy rains in Spain during harvest time are reported to have injured the quality. Although the European wheat crop is above the average this year, the rye crop is now expected to be not more than average and early indications point to a poor potato crop, all indicating a reasonably good demand for non-European wheat.

The Russian wheat and rye crops are now believed to be smaller than last year although the quality so far is reported to be good. Exports are expected to be no greater than from the 1925 crop.

Rye production forecasts and estimates for 18 countries reporting to date total 504.3 million bushels compared with 608.8 million in those countries last year, a decrease of 17.2 per cent. The reduction is general throughout the Northern Hemisphere, Rumania and Greece being the only countries reporting increases.

Production in 16 European countries reporting is 18 per cent below last year. No estimate is available for Germany which country produces about a third of the European rye crop or for Sweden and a few minor producing countries. According to Agricultural Commissioner Haas stationed at Berlin the German crop is expected to be 20 to 25 per cent below last year. If this expectation materializes the total European crop may be some 20 per cent below last year, but about equal to the average for the past four years. The quality of the German rye crop is said to be poor while the French is fairly good.—U. S. Dept. of Agriculture.

White Clover Seed Crop in Wisconsin.

Washington, D. C., Sept. 14.—White clover seed production in Wisconsin is reported by the United States Department of Agriculture to be about the same as that of last year, which was much larger than the small 1924 crop. The acreage harvested for seed may have been smaller than last year, but the yield per acre was probably enough larger to offset entirely the decreased acreage.

The quality of the crop is expected to average below that of last year. A larger percentage than usual showed heavy admixture with alsike clover, and much of the seed was discolored. Because of marked variations in the purity, as well as in the color, of the lots offered for sale, a wide range of prices was paid.

Michigan Crops Back to 10-Yr. Average.

Lansing, Mich., Sept. 11.—Nearly all Michigan crops made some improvement during the month of August. Corn is now up to the ten-year average and, with the exception of hay, beans and oats, which are slightly below the average, all other crops are above normal. Heavy rains caused some damage to beans and grain in the shock in the east-central counties, but generally favorable conditions prevailed elsewhere. All crops are about two weeks later than usual and the month of September without a severe frost is needed to bring the principal ones to satisfactory maturity.

Corn: The crop made a gain of 8% during August and a fairly good crop is looked for in southern Michigan. It has also made decided improvement in the northern districts and the more advanced fields give good promise. The crop is estimated at 52,499,000 bus., in comparison with a production of 65,680,000 bus. in 1925.

Spring Wheat: In northern counties many fields were struck with rust, resulting in considerable injury. The condition is 80% of normal, which indicates a crop of 86,000 bus., or four thousand less than last year.

Oats: In the northern districts much of the crop was short and light. Many fields were badly rusted and some were cut for hay instead of grain. A considerable quantity in central and southern districts were injured in the shock by rains, resulting in discoloration of the grain and occasional instances of sprouting. The condition of 80% is 2% below the average and represents a production of 54,667,000 bus., as compared with 53,248,000 in 1925.

Barley: The grain was discolored to some extent by rains while standing in the shock. Yields range from fair to good, averaging around 27 bus. per acre. The estimated production is 3,450,000 bus., as compared with 3,087,000 last year.

Buckwheat: Weather conditions have been favorable in most sections and the crop has made considerable improvement during the past month. The condition is reported at 85%, which is 5% above the average. The production outlook is for a crop of 818,000 bus., against 754,000 last year.

Beans: Severe damage from heavy rains has occurred during the past month in portions of the Saginaw valley and "Thumb" district. There is some blight in nearly all parts of the state. Harvesting did not begin until September 1 as the crop is fully two weeks later than usual in ripening. The condition is rated at 71%, 11% below last year and 1% below the average, and is equivalent to a production of 6,321,000 bus. The condition in the east-central district dropped from 70 to 58% during August.—L. Whitney Watkins, Commissioner of Agriculture, and Verne H. Church, Agricultural Statistician for Michigan.

Northwestern Missouri Drought Persists.

Jefferson City, Mo., Sept. 14.—The 1926 Missouri corn crop from a September condition of 78% of normal forecasts 195,372,000 bus., against 201,338,000 in 1925, which is an improvement of 12,000,000 bus. over the prospect for Aug. 1. The acreage is 6,825,000, or same as in 1925.

August rains helped Missouri corn and prospects have improved since Aug. 1 in all sections, except the northwestern, north central and western counties, where shortage of moisture continued during most of the month. The crop is two weeks late and has not made up for the spring delay. Late corn has been helped everywhere and most in eastern and central counties, while some of the fields in the southern counties were too far gone when rains came. Some corn is poorly filled, due to lack of moisture at proper time. The crop is maturing slowly and replanted and late corn will require practically all of September to fully mature beyond frost damage. Chinch bugs have been hurtful in north Missouri.

The 1926 oat crop is poor, both in yield and quality, with a larger acreage mown for hay or not threshed for grain than for several years. The indicated yield is 20 bus. upon 2,137,000 acres, or 42,740,000 bus., against 47,922,000 last year. Most fields show low yields and light weight except in an occasional locality having good oats. Spring wheat threshings indicate 165,000 bus., against 112,000 last year; barley, 162,000 bus., against 155,000 last year; and buckwheat, 15,000, compared to 14,000 in 1925.

Missouri tame hay acreage is only 2,619,000 acres, from which 2,640,000 tons have been harvested, compared to 3,753,000 in 1925. Nearly all sections report light hay crop of fair quality but recently damaged in stack by heavy rains in some localities. First cutting of alfalfa was fair and third crop good in most counties except in the northwestern section. Prairie hay indicates 111,000 tons, against 112,000 last year, with light yields in western counties, having the bulk of the state acreage. August rains have made fine improvement in soy beans, cowpeas, sorghum, sudan, millet and most alfalfa crops. Pastures in 1926 have been poor and made but little improvement during August in northwest and north central counties, while showing good growth in balance of state with promise of fine fall pastures.

Sorghum cane 82% normal forecasts 1,925,000 gallons from 24,000 acres, against 1,672,000 last year. Broomcorn yields 585 tons, against 600 last year. Quality of crop lowered by drought.

August rains improved Missouri crops. Fall forage and feed crops were greatly helped. Cloverseed generally filled well. Most crops show effects of summer rains coming in spots and streaks. Month was too dry for plowing in some counties but preparations for wheat seeding are going forward, although delayed by heavy rains lately.—E. A. Logan, of U. S. Bureau Agr. Econ., and Jewell Mayes of Missouri State Board of Agr.

Exports of corn and oats have nearly trebled during the past crop year, corn amounting to 23,137,000 bus., compared with 8,460,000 bus., and oats 30,975,000 bus., compared with 10,874,000 bus. a year ago. Barley also shows some gain, but to a smaller extent. Cornmeal has increased nearly 24% and hominy and grits 61%. The United Kingdom and Mexico are our largest purchasers of corn meal. Exports of oatmeal and rolled oats show an increase of 48%.

Daily Closing Prices.

The daily closing prices for wheat, corn, oats, rye and barley for December delivery at the following markets for the past two weeks have been as follows:

		WHEAT													
		Sept. 10.	Sept. 11.	Sept. 13.	Sept. 14.	Sept. 15.	Sept. 16.	Sept. 17.	Sept. 18.	Sept. 20.	Sept. 21.	Sept. 22.	Sept. 23.	Sept. 24.	
Chicago	134½	136¾	135½	138	137¼	138½	136½	135½	136¼	138½	138½	139½	137½	137½	
Kansas City	128½	130½	129	131¾	131¾	132½	130½	129½	129¾	132½	132½	132½	131¾	131¾	
St. Louis (red winter)	139	141	139¾	142½	141½	143¼	141	140½	140½	143	142½	143¼	141½	141½	
Minneapolis	139½	142½	141½	143½	142¾	144½	142	141¾	141	143¾	143¾	143¾	142¾	142¾	
Duluth (durum)	125½	128	126¾	128½	128¾	130½	128½	126¾	125½	128¾	128½	130	128	128	
Winnipeg	129½	131½	130¼	134	133¾	135½	132½	131¾	132	134¾	134¾	135¾	134¾	134¾	
Milwaukee	134½	136¾	135¼	138	137¼	139	136¾	135½	136¼	139	138½	139¾	138½	138½	
		CORN													
Chicago	84	85½	84½	84½	83½	84½	82½	81	79	79½	79½	80½	80½	80½	
Kansas City	81½	82½	82¼	82½	81½	81¾	79¾	78¾	77	77½	78	78¾	79	79	
St. Louis	83	84½	84¼	84½	83½	83¾	81¾	80½	79½	79¼	79¾	80¾	80¾	80¾	
Milwaukee	84	85½	84½	84½	83¼	84½	82¼	81	79½	79½	79½	80¾	80¾	80¾	
		OATS													
Chicago	41¼	42¾	42¾	42¾	42¾	43½	42¾	42¾	42	42¾	43¾	43¾	43¾	43¾	
Kansas City	40¾	42¼	42	42¾	42¾	43	42¾	42¾	42	42¾	43¾	43¾	43¾	43¾	
Minneapolis	39¾	40½	40½	41¼	40¾	41¾	39¾	40¾	39¾	40¾	40¾	41¾	41¾	41¾	
Winnipeg	46¼	48	47¾	48¾	48¾	49¾	48¾	48¾	48¾	49¾	50½	51½	51½	51½	
Milwaukee	41¼	42¾	42¾	42¾	42¾	43½	42¾	42¾	42¾	42¾	43¾	43¾	43¾	43¾	
		RYE													
Chicago	98	99½	98¾	100	100¼	100¼	99½	98¾	98¾	99½	99½	100½	99½	99½	
Minneapolis	92¾	94½	92¾	95¾	95¼	96½	94¾	94¾	93½	95	95	95¾	94¾	94¾	
Duluth	94¾	95½	93¾	96¼	96¼	97¼	95¼	94¾	94¾	95¾	95¾	96¼	95¾	95¾	
Winnipeg	93¾	96	95	98¾	97¾	99½	95¾	94¾	95¼	95¼	97	97¾	97¾	96¾	
		BARLEY													
Minneapolis	66¾	67¾	67¾	68½	68¼	69	67¾	67½	66¼	67	67½	68	67¾	67¾	
Winnipeg	61	62¼	62	63	63½	65	62¾	61¾	61¾	62¾	62¾	63½	63½	63½	

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

Burdette, Kan., Sept. 10.—Most all of the wheat is in.—Bunds-Plush Grain Co., F. L. Bunds.

Gravite, Ia., Sept. 9.—The grain movement is slow.—E. L. Foust, mgr., Farmers Stock & Grain Co.

Rozel, Kan., Sept. 9.—Considerable wheat remains on the farms in this vicinity.—Claude Hill, agt., Kansas Grain Co.

Evansville, Ind., Sept. 21.—Corn deliveries in this section have been liberal during the past month and many elevators are filled with both corn and wheat.—W. B. C.

Holyoke, Colo., Sept. 19.—Colorado dealers attending the Sunday meeting here today estimated 75% of the last wheat in the state east of the Rockies has been marketed.

Sublette, Kan., Sept. 16.—No wheat is being marketed by the farmers at this time as they are too busy sowing wheat. At least 75% of the wheat is shipped out of this county now.—Claude M. Cave.

Emerado, N. D., Sept. 14.—There has been about 80,000 bus. of grain marketed in Emerado to date, and I think about 70,000 bus. to be delivered.—Fred E. Michaelis, St. Anthony & Dakota Elvtr. Co.

Rozel, Kan., Sept. 9.—We enjoyed a pretty fair movement up to the end of threshing, but it has since dropped to practically nothing and is likely to remain so, at least until seeding is over.—J. H. Riederer.

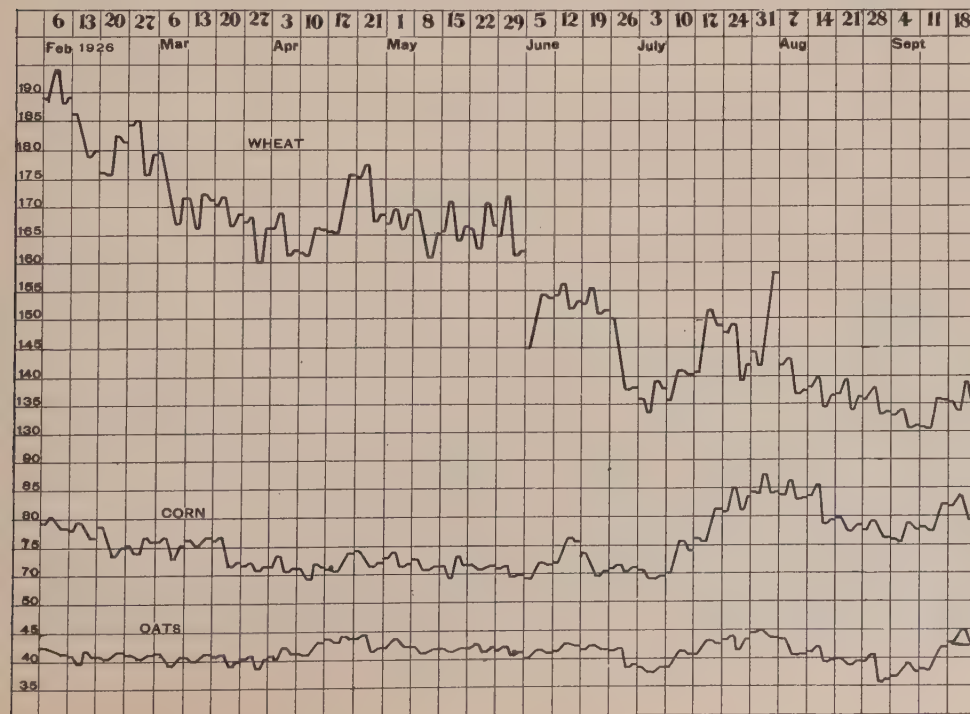
Houston, Tex.—Rice is now moving freely to the mills in Louisiana and Texas. The Blurose variety will be ready to be placed on the market by about Oct. 1.—R. H. Bradbury, sec'y, Houston Merchants Exchange.

Houston, Tex.—During the months of July and August, the first two of the operation of our export grain department, we inspected and certified 1,910,550 bus. of wheat for export from the Port of Houston.—R. H. Bradbury, sec'y, Houston Merchants Exchange.

Cash Wheat, Corn and Oats Fluctuations from Feb. 1 to Sept. 18

Opening, high, low and closing average prices of No. 2 red winter wheat, No. 2 mixed corn and No. 2 white oats at Chicago each week are given on the chart herewith. The daily average is used in charting; actual prices were made each week a few cents above or below the extreme charted.

DATES GIVEN ON THE CHART ARE THE SATURDAYS CLOSING THE WEEKS INTO WHICH THE CHART IS DIVIDED.



Larned, Kan., Sept. 10.—Movement of wheat has stopped. Following heavy rains that have visited this section, farmers are busy in the fields planting the 1927 crop and wheat hauling is unlikely to be resumed before the seeding is done.—T. H. Keast, mgr., Pawnee County Cooperative Ass'n.

Washington, D. C., Sept. 21.—Close to 95% of the Kentucky bluegrass seed crop in Kentucky and Missouri had left growers' hands by Sept. 14, according to the United States Department of Agriculture. The movement of the crop was quicker than last year and two years ago, when about 85-90% had been sold by growers up to a corresponding date. Orchard grass seed movement continued to be slower than last year and than usual during the four weeks ending Sept. 14. The United States Department of Agriculture estimates that approximately 50% of the crop had left growers' hands by the middle of September, compared with 65% last year and 55% two years ago at a corresponding time. The movement in Missouri has been slower than in Kentucky and Virginia. Only about 45% of the Missouri crop, 55% of the Kentucky, and 60% of the Virginia crop has been sold by growers.

Additional Reports of Receipts and Shipments.

In addition to the reports of receipts and shipments from the various markets published in the Journal Sept. 10, the following have since been received:

Vancouver, B. C.—Receipts and shipments of wheat during August as compared with August, 1925, in bushels, were: 19,234 (no record 1925 receipts), 84,543—722,342.

Hutchinson, Kan.—Receipts during August as compared with August, 1925, in bushels, were: Wheat, 5,590,350—1,935,900; corn, 6,250—37,500; oats, 12,000—18,000; rye, 2,400—....; barley, 13,750—18,750; kafir, 2,600—53,300.

San Francisco, Cal.—Receipts during August as compared with August, 1925, in bushels, were: Wheat, 286,533—114,300; barley, 1,545,894—4,353,762; oats, 162,875—159,625; corn, 140,000—260,715; bran, 187—354 tons; hay, 5,525—10,186 tons; beans, 26,236—22,955 sacks.—James J. Sullivan, chief inspector.

Denver, Colo.—Receipts for August compared with August, 1925, in bushels, were: Wheat, 2,251,500—840,000; corn, 131,750—376,650; oats, 86,000—174,000; rye, 30,000—28,500; barley, 30,600—120,700; hay, 450—220 tons. Shipments for the same periods compared were: Wheat, 141,000—19,500 bus.; corn, 66,650—66,650; oats, 30,000—48,000; rye, 1,500—....; barley, 1,700—15,300; beans, 78—98 carloads.

Los Angeles, Calif.—Receipts for the month of August, compared with August, 1925, were: Wheat, 478,800—488,600 bus.; barley, 228,200—376,600 bus.; corn, 313,600—246,400 bus.; oats, 66,000—206,000 bus.; milo, 37,400—25,300 bus.; kafir, 33,800—20,800 bus.; Egyptian corn, 1,400—.... bus.; beans, 13,000—14,000 bus.; other seed, 5,000—4,000 bus.; bran, 3,270—3,540 tons; hay, 5,478—17,160 tons—shorts, cornmeal, rice, coconut meal, cottonseed, beet pulp, poultry food, linseed, bean meal, 137—200 carloads.

Vancouver's Wheat Exports.

Of the 123,000,000 bushels of Canadian wheat shipped through Canadian ports to countries exclusive of the United States, Vancouver last year had 53,000,000 bushels, which would seem to indicate that Montreal, Halifax and St. John had only a total of about 70,000,000 bushels.

Montreal, however, exports about as much American grown wheat as it does wheat from Canada, her total grain shipments annually being considerably in excess of a hundred million bushels. Montreal, in addition to wheat, handles large quantities of oats, barley, corn and rye. The Vancouver export trade is confined almost solely to wheat.

Exports from Vancouver for the past three crop-years were: 52,938,141, 25,273,579 and 54,519,188 bushels, respectively, for the years 1925-26, 1924-25 and 1923-24.

From Abroad.

Palestine: The wheat crop has been damaged by the sirocco.

Mexico: New wheat and other grains had an abnormal growth during August as a result of the rainy, mild weather.

Mexico: Alfalfa seed, chick peas, etc., are required to be fumigated at the port of entry only. The charge is \$1 per 20 lbs.

Rumania has announced a reduction in the export tax on wheat from 18,000 to 13,000 paper lei per carload of 10,000 metric tons.

Czechoslovakia: Minimum rates of import duty on grains and flour from Canada have been granted until Dec. 31, thus placing Canada and the U. S. on the same par.

Latvia: Harvesting activities are progressing successfully thruout the country, with returns of oats and barley more satisfactory than the crop of last year. The clover crop is far below normal, however.

The Hague, Holland: A new wheat exchange opened Sept. 14 under the auspices of the Dutch Corn Dealers Ass'n in response to requests of foreign traders, to be independent of the Chicago wheat market.

Spain: Imported cereals, when found to be unsuitable for human consumption due to deterioration or damage suffered in transit, may be either destroyed or prepared for livestock fodder at the choice of the consignee.

Russia: The Konigsberg (east Prussia) Stadtbank (municipal bank) has extended Russia a million and a half marks credit, and leased that government the two 325,000-bu. grain elevators being completed there, hoping to revive relations between the two countries.

France: The drought during August caused damage to the late crops, including corn and beans, tho the situation has been somewhat relieved by recent rains. Threshing results confirm the predictions of a poor wheat crop, estimates placing the returns decidedly below the average of recent years.

France: Wheat will hereinafter be sold on a specific weight basis rather than by hectoliters or quintals, the base weight for the coming crop year being established at 75 kilos. These changes have been wrought thru the efforts of the milling and growers ass'ns working co-operatively. Contracted wheat falling below 72 kilos per hectoliter may be refused at the option of the purchaser.

Italy: Since Sept. 1 it has been illegal to sell bread other than that conforming to the new official standard. Loaves cannot weigh less than 200 grammes, and shall be made from flour of 80 to 85% extraction. No wheat flour can be used in pastry. A strict control is being exercised over mills and bakeries, and heavy penalties are to be imposed if the official regulations are not adhered to.

New Zealand: Many flour mills are closing owing to their inability to obtain wheat that will produce an ultimate profit. Only once within the past decade has the home-grown supply exceeded the demand of 8,000,000 bus. annually. The last harvest yielded but 50% crop requirements. The heavy duty on imported wheat, being out of proportion to that on imported flour, brought about the aforementioned closings.

Dodge City Grain Market Is Growing

Dodge City Board of Trade.

Largely thru the efforts of C. C. Isely the Dodge City Board of Trade was organized and established in 1919. B. C. Christopher & Co. immediately brought in Logan & Bryan's private wire to serve the trading and hedging interests.

In the last year Goffe & Carkener have brought in Uhlman's private wire to aid in this service.

The first pres. was Lee Gould. In 1921 R. H. Glandon returned from overseas service and took over the B. C. Christopher office. He was immediately elected sec'y at the same time C. C. Isely was elected pres., and has efficiently conducted that office ever since. Present officers include these two and W. P. Klesen, vice-pres., and M. R. Young, treas.

The organization serves that section of the wheat territory south and west of Dodge City and is constantly increasing its business as more and more virgin soil is turned to cultivation.

Inspection Department.

One of the primary fights of the Dodge City Board of Trade was the establishment of an inspection department and protein testing laboratory. Since the opening of the wheat movement late in June this department has handled over a thousand cars. The heaviest single day's run has been 42 cars. Averages ran 18 cars per day during July and 15 cars per day thru August.

A licensed inspector, Clarence Robert, was brought to Dodge City in the summer of 1921. A laboratory was fitted with standard tester, scales, sample divider, kicker and other equipment. In the summer of 1924 a 12-unit protein testing outfit was added, and placed in charge of Chas. Isely, Jr. The high protein content of the wheat raised in the territory served made this move advisable and the department has flourished ever since. Approved methods of making tests are followed.

Chas. Isely, Jr., now runs the inspection department; Herman L. Bridges, the protein testing laboratory.

Wheat is the product chiefly handled but the development of row crop production has turned to Dodge City over 200 cars of kafir, milo and cane seed annually and not inconsiderable quantities of corn.

Railroads.

Dodge City is located on the main line of the Santa Fe running from Chicago and Kansas City west to Albuquerque and Southern California. Immediately tributary to it are two branches, the Manter and the Elkhart. On Dec. 1 of 1925 a 59-mile extension carried the Elkhart branch to Felt, Okla., opening up a large grain territory in which more and more land is being brot under cultivation annually. On this extension are Keyes, Boise City and Felt. Sandwiched between them are 5 sidings.

A new extension is now in the course of construction from Manter, Kan., to Stewart, Baca county, Colo., a distance of 56 miles. Rails have already been laid to a point several miles across the Colorado line. The job will be completed by January, opening up a heretofore unserved territory. Farmers in this section are holding large quantities of this crop wheat until the line is put in service, rather than go to the expense of trucking it 50 miles in either direction to get to a railroad.

During the season from June 22nd to Sept. 1, the Santa Fe handled almost 13,000 cars of grain over the western division. During the height of the movement 300 cars was an ordinary day's run. The extensive yards at Dodge City were several times so full that it was necessary to set a train or two on the

main freight line east of the city and run the freights over the passenger tracks.

In an effective, if less direct way the Rock Island also serves Dodge City, its line from Wichita passing thru Bucklin and west thru Dalhart, Tex. A branch is run from Bucklin to Dodge City to serve that city from either direction.

Dodge City Territory.

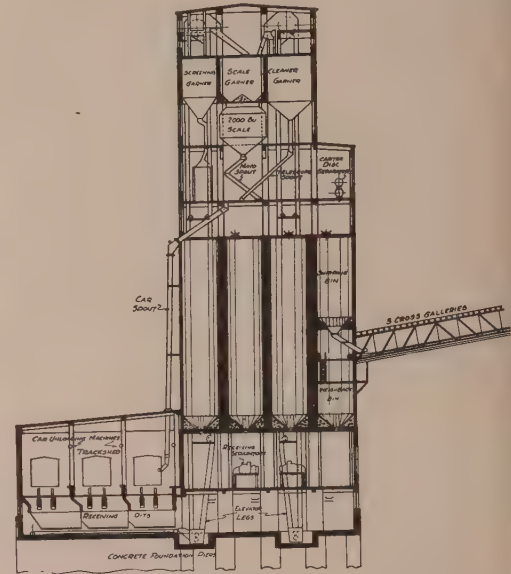
Dodge City territory extends south into Oklahoma and New Mexico and west into Colorado. While this section is chiefly noted for its high protein wheat in great demand by domestic mills it also raises large quantities of kafir and milo and some corn in the sandy lands.

With the continued extension of railroad lines more and more of this land is being broken. It is estimated last spring saw a half million acres of virgin soil turned for this fall's wheat planting. Untold acres will be added in the course of the next few years, since the tractor and the combine have made it possible to raise wheat on a large scale. More modern farming methods and summer fallowing causes this soil to produce a good crop more frequently. It is an ordinary thing to learn a wheat raiser has paid for his land, machinery and expenses with one year's crop. Consequently this section and its grain interests cannot avoid continued future development. This is the territory Dodge City grain men serve.

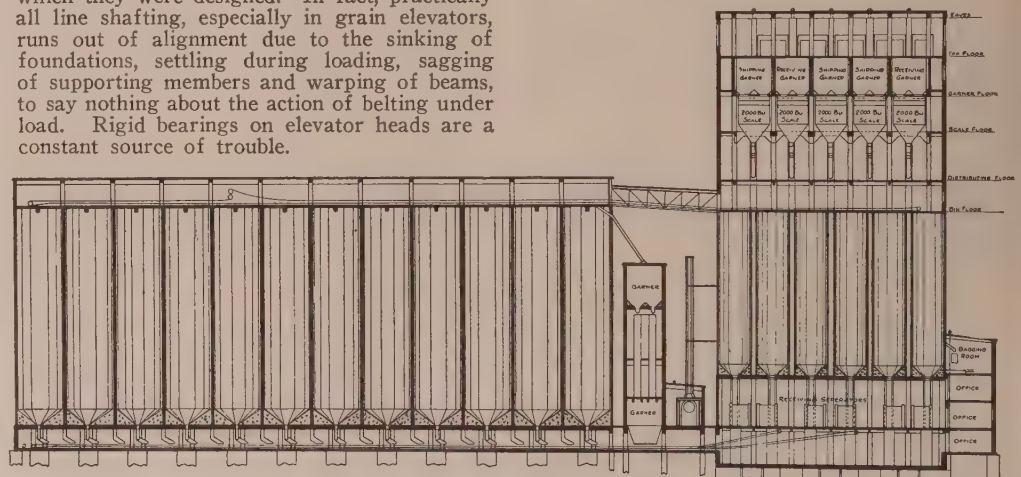
Self Aligning Bearings.

If shafting always remained in perfect alignment, then ordinary non-adjustable bearings would come nearer fulfilling the purpose for which they were designed. In fact, practically all line shafting, especially in grain elevators, runs out of alignment due to the sinking of foundations, settling during loading, sagging of supporting members and warping of beams, to say nothing about the action of belting under load. Rigid bearings on elevator heads are a constant source of trouble.

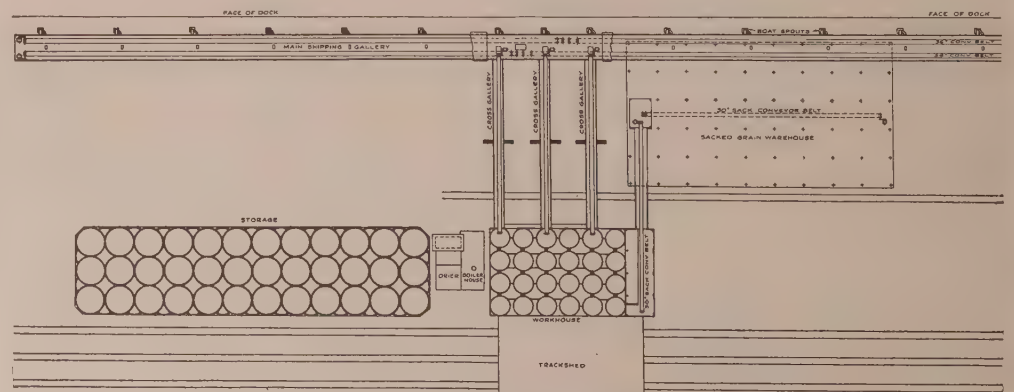
Self-aligning bearings, both ball and roller, are now being installed in increasing quantities by elevator owners. They cost more than ordinary bearings because they are worth more. An average estimate of the saving in power is 25 per cent, which will soon pay for the increased cost. But, as one of our policyholders puts it, "I wouldn't care if they didn't save a nickel's worth of power, the saving of time in oiling and lining up is worth more than they cost." This man installed a set of these bearings on one elevator head as an experiment; within a month he placed an order for enough to completely equip his house.—Our Paper.



Cross Section Thru Track Shed and Working House of Government Elevator at Prince Rupert, B. C.



Longitudinal Sectional View Thru Annex and Working House of Government Elevator at Prince Rupert, B. C.



Ground Plan of Government Elevator at Prince Rupert, B. C.

[See facing page.]

Canadian Government Elevator at Prince Rupert, B. C.

The Canadian Government Elevator at Prince Rupert, B. C., was built as a terminal elevator for unloading prairie grain from Canadian National Railway points, cleaning and drying the grain, and loading into ocean vessels. The plant has been leased to the Alberta Wheat Pool, and it will be used as its Western Terminal for grain originating on Canadian National Railways.

Prince Rupert has an excellent harbor open the year around and is favorably located for trade with the Orient, being two days shorter sailing distance than Vancouver. It is also in a position to compete successfully with Vancouver for traffic to points in United Kingdom, via the Panama Canal.

The elevator is of reinforced concrete construction throughout, having a workhouse capacity of 300,000 bus., and a storage annex of 1,000,000 bus. The annex is composed of 36 cylindrical bins of 25,000 bus. capacity, 22 inter-terse bins and 26 pocket bins.

Receiving facilities consist of six receiving hoppers, delivering to two elevator legs of 15,000 bus. capacity per hour each, and to five 2,500 bushel hopper scales, serving three 40-in. conveyor belts to the storage annex.

Shipping to ocean liners is done over a timber dock 1,000 ft. in length. The dock construction was difficult, as Prince Rupert has a tide range of 25 feet, and the bottom of the harbor is bare rock. About 300,000 cubic

yards of gravel were placed to give a hold for the dock piles, some of which are 125 feet in length. A two-belt timber shipping gallery extends the full length of the dock, and is served by three cross belts from the elevator. The elevator has three shipping legs of 20,000 bus. capacity each and each leg is served by a basement belt from the storage annex.

The cleaning equipment consists of twelve No. 11 Monitor Receiving Separators, two No. 9A Monitor Screenings Separators, and two double Disc Separators.

The plant has a 500-bushel per hour Morris drier, and a sacking plant capable of sacking 100,000 bus. of grain per day. A warehouse for sacked grain is constructed on the dock with capacity for 300,000 bus. of sacked grain. The warehouse is served by spur track from the Canadian National Railways yards, and can be used for transferring general cargo. A conveyor system connects the elevator sacking room with the storage shed.

The elevator is electrically driven throughout. Elevator legs are motor driven with helical gear reductions. All bins are vented to the outer air, and a very complete dust collector system is provided.

The dock is equipped with a modern fire protection system, and satisfactory service for watering boats.

The plant was designed by C. D. Howe & Co., and was built by Carter Halls Aldinger Co., Ltd.

The plant is owned by the Department of Trade and Commerce for Canada.

Farmers Eager for High Prices Get Bad Checks

When J. B. Meade, operating elevators at Sanford and Burdett, Kan., went broke his elevator properties fell into the hands of A. H. Moffett, pres. of the 1st National Bank of Larned. Last spring they were sold to C. N. Bunds. He operated the house at Sanford and went into a partnership with C. A. Plush in the operation of the Burdett house. The latter had been working for Bauer-Vaughn Grain Co. at Burdett.

With the introduction of the Bunds-Plush Grain Co. methods at Burdett the fur began to fly all thru that section of Kansas. The company became notoriously high bidders and the practice spread to Rozel, Frizell, Larned and Pawnee Rock on the east, as far as Jetmore on the west and Nettleton, Kinsley and adjacent stations on the south. With business rushing Plush hired a girl fresh from business college to do office work for him.

Illustrative of their method of bidding is the remark of one farmer to the effect that when he drove on Plush's scales the latter suggested that he go to all the other dealers in town and get their bids, then return and get 2 cents more per bushel than the highest bidder offered. It is reported that the bidding of Bunds at Sanford followed the same course, tho less frequently out of line.

So conditions continued thruout the movement of 1926 wheat until a few days ago when the fellow who hung the rocks around his competitors' necks got tangled in the free end of the rope. Plush went to Colorado to buy grain at points along the new extension of the Santa Fe R. R. Checks began to be returned to farmers who had sold him their grain, marked insufficient funds. H. F. Erdsik, a farmer from near Alexander, who held one of the company's checks for \$1,193, swore out a warrant for the arrest of Plush.

Blaine Roberts, the county attorney, ordered the company's stenographer taken into custody, in the belief that this was the surest way to induce the quick return of Plush from Colorado. When the sheriff went to make the arrest on Sept. 9 he found Plush in the office and took both into custody. Various farmers were on the scene with checks ranging from a few dollars to over \$800, demanding payment.

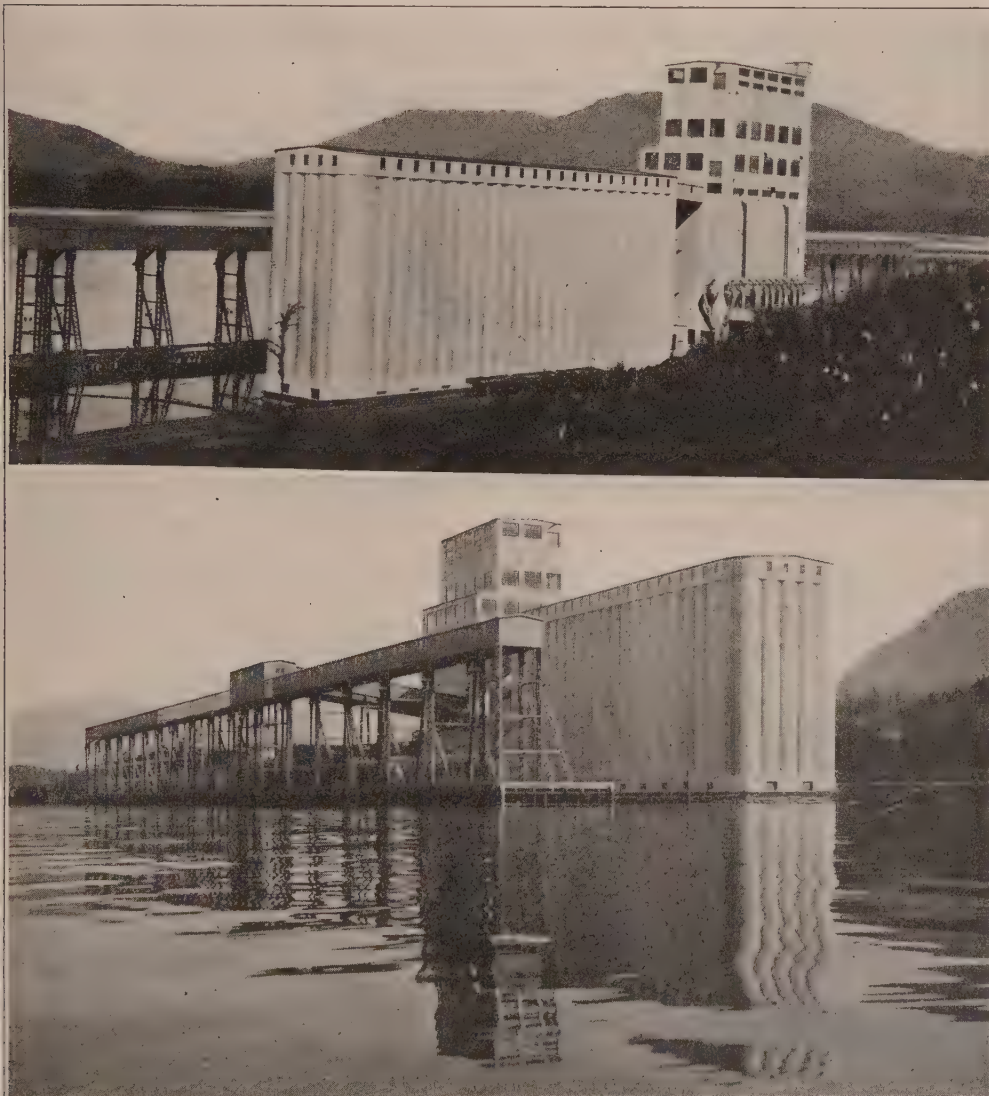
Bunds went to Larned in an attempt to straighten out the difficulty and Plush and the stenographer were released under \$1,500 bonds. Several of the men holding small checks of the company took coal from the company's bins in payment.

It is reported that a few small checks Bunds issued for grain at Sanford were returned marked insufficient funds, but Bunds had always succeeded in getting his return drafts back in time to pay them. At the county attorney's office on the day of the arrest of Plush, Bunds admitted he was in debt to the extent of \$17,000 and stated that if he could sell his 3 elevator properties for \$24,000 he would come in clear and settle all debts. Plush is said to have used \$1,200 of Bunds' money, explaining when caught that he had used it to "pay debts."

The preliminary trial of Plush was called for Monday, Sept. 13, a few days being allowed for him to raise the amount of the \$1,193 check for which he was arrested, if he could. Kansas law allows the violator to go free under such circumstances if he raises the amount of the check and pays the costs. The *Tiller and Toiler*, published at Larned, Sept. 16 says:

Charged with Issuing Bad Checks.

C. A. Plush, of the Bunds-Plush Grain Company, of Burdett, is under \$1,500 bond to appear for a preliminary hearing before Judge Wynn on Monday on charges of having given a bad check. The complaint was made by H. F. Erdsik, of Burdett, to whom a check for \$1,195 was given in payment for grain. The check was signed by C. A. Plush with the initials of



Two Views of the Government Elevator at Prince Rupert, B. C.
[See facing page.]

Vivian Key who is the stenographer for the Bunds-Plush Company.

It is said that two other checks for \$1,000 and \$800 were also given in the same way with Plush's signature. Miss Key was also arrested and will appear for hearing on Monday also. All the checks were drawn on the First National Bank of Larned.

Political Iowa Banks for Downtrodden Farmer to Function No More.

With five million dollars' credit, the peak outstanding obligations of the two emergency banks established at Des Moines and Fort Dodge, Iowa, was never in excess of \$500,000.

Each corporation had a borrowing power with the intermediate credit bank of Omaha of ten times its \$250,000 capital, ninety per cent of which was subscribed by Chicago banks and other Chicago interests.

Loans were made only on corn, the advances being made on a basis of 75% of the market value at the time the loan was granted.

Some power with other than an ulterior motive has seen the waning folly of these supplementary units and consequently the two branches of this National Agricultural Credit Corporation are to have their affairs wound up to cease and desist from interfering with established commercial banking institutions by Sept. 30, 1926.

The result seemed to show that either the new banks were unnecessary from the start or that their establishment of itself exerted so favorable a psychological influence that with the excitement abated the long-established legitimate banks of the state were able to provide for current needs of the farmers virtually unassisted.

Europeans, generally, are eating wheat bread, as contrasted with poor quality war bread and pre-war rye bread. The general standard of living of German and other people has been raised greatly since the war.—Wm. A. Schoenfeld, U. S. agricultural representative at Berlin.

Baltimore, Md.—Much of the wheat being received is smutty. On Sept. 9 out of 37 cars received 4 were smutty. Garlic, however, continues the leading unfavorable factor in the grading, on Sept. 18, out of 61 cars received, 49 having been garlicky. If the country dealers would discriminate more sharply against smut and garlic farmers would get rid of both.

The Millers National Federation will hold its semi-annual meeting at the Palmer House, Chicago, Ill., on Oct. 29. Among topics to come under the consideration of the assembly are the installations of the Federation's uniform cost accounting system, analysis and comparison of past six months' costs figures, plans for increasing the white flour consumption.

An appeal has been taken to the supreme court of the United States by the Board of Trade of Wichita, Kan., on the right of the board to deny membership to concerns that rebate commissions to shippers. The Kansas court had held in favor of the Farmers Co-operative Commission Co. Hurrah! for this spunky fighter. The entire trade wishes it success.



Oct. 18, 19, 20, 1926.

What Is Wrong With the Country Elevator Business?

Causes of Elevator Man's Woe.

Monica, Ill.—The trouble with country elevator operators is lack of diversity, speculation, small margins, excess profits and income tax, cut-throat competition.—Farmers Elvtr. Co.

Same Old Causes—Everything Wrong.

Allerton, Ill.—The trouble with our grain elevator operators is due (1) To operating on the Board of Trade too freely. (2) Competition too greedy; don't go 50-50. (3) Don't buy on grade strict enough. (4) Bad grain the last few years, buy it on too close margins. (5) Farmers are hurt and they agitate between competitors to get better prices for their grain.—A. P. Eaton.

"Always Come Out on Right Side."

Literberry, Ill.—In our experience during the last 14 years we take nothing on storage. We only buy grain when it is delivered to us or buy it on so many days' delivery. We do no speculating. We try to buy on the market and sell at once. We do no hedging; nothing but strictly cash grain business. We carry no side lines whatever, and always come out on the right side.—Farmers Elvtr. of Literberry, per W. E. Murry, mgr.

Too Many Elevators.

Rumpler (Fithian, P. O.), Ill.—I think in this locality there are too many elevators and they buy on too close a margin. The old line-men fight the farmers' elevators and somebody is bound to lose money. Advancing money, excepting in small amounts for a short time before delivery is a bad practice. Storing will not do as you can accommodate but a few of your customers. Hoping we may all pull through, yours truly, W. C. Youmans, mgr., Farmers Elvtr. Co.

A Reasonable Margin Would Bring Relief.

Martinton, Ill.—I believe free storage, advancing money and cutthroat competition are largely responsible for unprofitable condition of the grain business. Buyers generally are too anxious to increase their tonnage. This prompts many to overbid the market and take wild chances. If all were satisfied to take a reasonable margin on all grain handled, the troubles of the grain trade would be at an end.—Martinton Grain Co., by J. G. Etzel, mgr.

Overbidding for Wheat Makes Hard Competition.

Roby, Ill.—Free storage, advancing money, and giving today's rise in the market, is three of the reasons for elevator failures. But the one reason that overbalances all others is fighting for the farmers' grain. Giving more money than the other fellow in order to pull the grain to his elevator costs many dealers dearly. Some of my competitors are bidding today within two cents of what they can get for wheat. Just to get the wheat. Yesterday the 27th, the track bid was \$1.31 for hard, \$1.34 for red. They were bidding \$1.31. Remember, this is not in my territory but it is close enough that I hear of it and it makes it disagreeable for me. The farmer says, "Why in the—can't you bid as much as they do?"—Roby Grain Co.

Expensive Practices Dissipate the Grain man's Profits.

Rollo, Ill.—Buying on a close margin, advancing money on grain to those who are financially irresponsible, without proper security, or interest, taking money therefore from the grain business, which is needed to handle business properly. Many times outstanding accounts and advances cripple the elevators in a way so they do not have ready money to buy grain, and handle proper side

lines. Without proper side lines, when grain is not moving, their overhead expense goes on and eats up the small profit the elevators are now getting.

Free storage is another factor that enters into the business and should be avoided whenever possible. There is no reason in the world why an elevator should take in grain and keep it insured, stand to lose in decline of price, as condition of grain and await the pleasure of the owner, as to when he will sell the grain. Yours truly, Strong and Strong.

Agitation to Blame.

Sidney, Ill.—My judgment as to why elevator men are not making any money, and some go broke, is from the peculiar conditions of our markets for the past two or three years. No one seems to be able to gauge them; as soon as conditions lead the trade to look for a bull market we get a smash and whenever everybody gets bearish we get an upturn. I believe these conditions are almost wholly brought about by the threatened legislation, designed to upset our present marketing system and put in its place something that has never been tried out.

If these propagandists have something better, why don't they introduce it alongside of what we have and if it is better it will soon replace the present system and the trade would adjust itself to the new without any upheaval or expense to the Government.

All this threatened legislation for the benefit of the farmer has been a detriment to him and to the grain dealer. Most of these agitators tell him that the grain man is to blame for all his troubles. The farmer has no better friend than his elevator man; and some day I think he will find it out. There is no commodity in the world that is handled on so small a margin as grain.—Yours truly, L. H. Blankenbaker.

Carefully Analyzes the Trade's Condition.

Holcomb, Ill.—The reason for elevator men failing is not sufficient margin in grain handled. Elevators around here are getting 1½ to 2c per bu. on oats, 1½ to 3c on corn, 2 to 5c on barley and 3 to 5c on wheat. In other words, the margin of profit per bushel is the same or less than it was 15 to 20 years ago. On the other hand expenses are two to three times as high as 15 years ago. The volume of grain handled is less account of more grinding, lower crop yields and more extensive feeding. On a small crop the majority of elevator men take less margin than on a large crop account of overanxiety to handle the usual volume.

Free storage causes an immense loss in Illinois each year. We store nothing but oats and get ½ cent per month for storing oats. Often the stored grain must be shipped and hedged. The resulting hedge does not protect completely, as the cash grain often advances much faster than the future, or the hedge may be switched several times before the grain is purchased from the farmer. Another disadvantage of storing grain is the temptation it affords the elevator men to ship out the grain, use the money to pay merchandise or other accounts and speculate on the market going down, while in fact the odds are in favor of the market going up on stored grain, as the farmer is much more likely to store when grain is cheap than when it is high. I believe the average grain elevator owner or manager needs his head examined when you consider how the most of us go ahead year after year doing business for our health and when we do get an extra ½ cent profit we usually pass it on to the farmer customer.—Robt. P. Sheaff.

Real Remedy Needed for These Troubles.

Cuba, Ill.—Some of the reasons for Farmers' Elevator C.'s failure, we believe, are: loss by storing grain. Bidding higher for grain than your neighbor which means buying on too small a margin of profit. Extending credit to customers. Heavy taxes and overhead expenses.—Cuba Farmers' Co-op. Elevator Co.

Grain Dealers Do Not Know What They Lose.

South Hooper (Beaverville P. O.), Ill.—Grain dealers under old labor and supply conditions and low taxes used to make money on grain not on a 2c margin, that is they say they did. It was not the 2c margin that started all the cooperative elevators but the 6 to 10c margin. I am of the opinion that in the past six years very few elevators have made any money on grain bought and sold. They may have made some money by holding and getting a better price altho holding has bankrupt several elevators. Some elevators handle machinery, coal, oil, and other farm supplies and make their money out of that but do not keep that business and grain separate so they do not know exactly what they do on grain. In this community most elevator men try to get a 3c margin but I doubt if the average elevator employing a manager and one man handle enough grain in a year to show any profit over and above depreciation.

It is hard to understand why practical business men employ a manager and allow him to ear after year to pay even 1c more for grain than his set margin just to get that extra 1500 us. from his competitor, when as a matter of fact he does not because the competitor in turn gets some other lot of grain the same way and either make a profit.

Desire to handle that job of grain so located that it might go to the other fellow as well as to me inspires many of us to bid too close.—O. P. Johnson.

SO MUCH difficulty is experienced by elevator men who maintain open dump sinks whenever a mule or horse drops in, you would naturally expect every elevator man who has neglected to put bars over his dump openings, to keep heavy timbers and ropes handy to get the poor animals out of their difficulty.

Cornstarch dust, made to explode within the cylinders of an especially adapted engine, will provide untold volume of power, according to W. A. Noel of the U. S. Dept. of Agriculture, who has successfully conducted experiments for the needy down-trodden farmer along this line. Another impractical dream from the Dept. of Agri.

Terminal Elevator at Larned, Kan., as It Looks Today.

During an epidemic of mill building and car shortage a few years ago a group of Kansas City promoters conceived the idea that Larned, Kan., was a likely spot to collect a little velvet. So they organized the Associated Mill & Elevator Co. and sent a corps of high-power stock salesmen into Pawnee county to glean funds for the construction of a million-bushel concrete elevator at Larned. This was to be used to relieve car shortages in that section and for storage.

E. J. Price had charge of selling much of the stock. The salesmen claimed, in their operations with the farmers, that to every dollar invested by the county inhabitants the company would lay another dollar for construction of the project.

Funds were raised to the extent of approximately \$52,000, chiefly among the farmers, tho a few towns people purchased small amounts of stock. Some farmers were caught to the extent of \$5,000. One of them even went so far as to sell his farm and invest all of his funds in the new elevator.

A site was purchased on the Santa Fe right-of-way and a spur track run to it by the A. & N. railroad which would also connect with the Mo. P. Construction of the concrete head-house was started, the foundation and pits poured and the walls run up about 30 feet with slip-form methods. Then it was discovered that the company had failed to match its dollars for local dollars and had been paying the stock salesmen a 12% commission on their sales. The Associated Mill & Elevator Co. went into the hands of a receiver and building operations stopped. The company claimed it had spent approximately \$42,000 in the construction as far as it had gone, tho other contractors' inspections showed only about \$25,000 worth of building had been done. The railroad company felt the rails used in the spur track could be put to better use elsewhere and tore up the track.

Shortly insufficient funds remained to pay the receiver's salary and the white elephant was offered at auction in 1923. H. M. Hallaway, E. E. Frizell and H. M. Reed, all Larned men, bid it in at \$2,300 and obtained the property jointly.

They wrote letters and held stockholders' meetings and offered it for the amount of the bid provided the stockholders would raise sufficient funds to complete the enterprise and operate it as a co-operative institution. With few exceptions the stockholders failed to see the advantages of the offer, believing they had already lost enough in the project.

The white elephant, a fine foundation and half-built walls, with the slip-forms and scaffolding rotting, weeds ravaging over piles of

dirt and the boards of hastily-built construction warehouses warping from the framework, stands just east of town, a monument to the credulity of the eager investors.

It is still in the hands of the purchasers and likely to remain so unless some enterprising elevator man sees fit to complete the project and run it as a private institution.

Too Many Buros at Washington.

The placing of all independent bureaus of the federal government under the control of the different members of the Cabinet, who will be held responsible for their activities, is advocated by Representative William R. Wood, member of the House Appropriations Com'te.

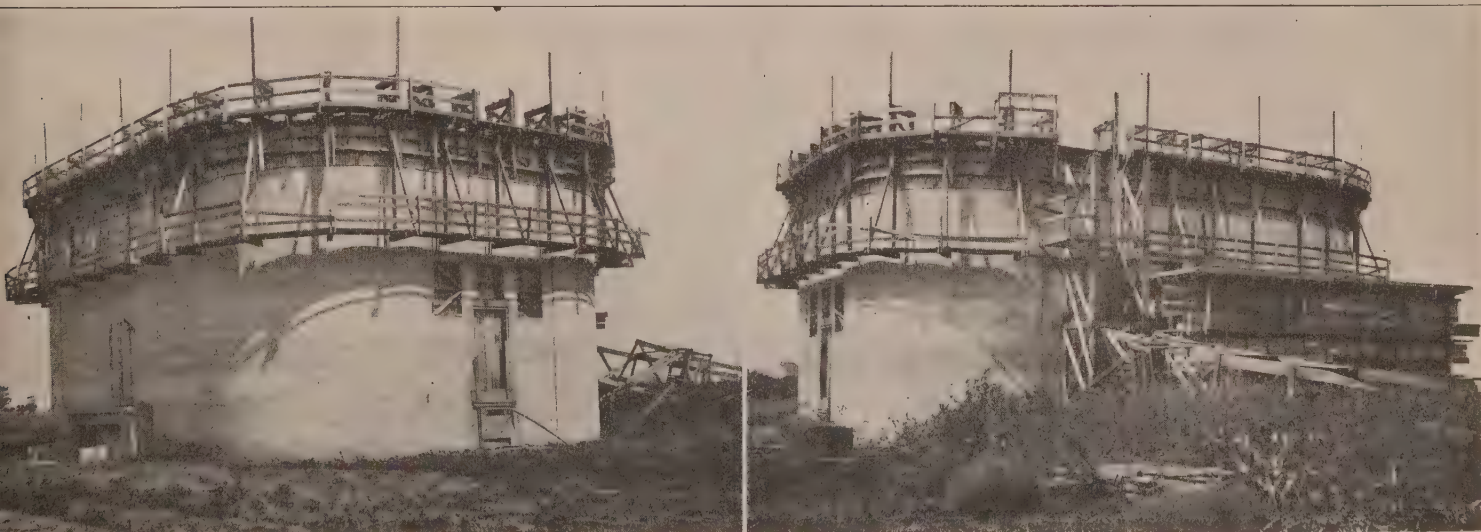
At the present time, according to Representative Wood, there are 34 independent bureaus, and in addition, a large number of establishments that are quasi-independent, supposedly operating within the Cabinet, and yet are without the Cabinet. And Congress, he says, is persistently urged to add to the number.

Representative Wood believes that if a scientific survey could be had of these offices their working forces could be materially reduced. He writes: "They are constantly duplicating work; and they are mutually jealous. With such a survey of one or all of these establishments, just as a great business concern would do it to get rid of the dead wood, we could reduce the number of employees still further by hundreds if not thousands.

"These independent bureaus," he points out, "are responsible to no one on earth. They were created by laws of Congress which provided no definite system of control. Some of them were instructed to report to the President, and some of them were instructed to report to Congress. Some report and some don't—just as they see fit. Furthermore, the President and the Congress pay no attention to these reports when they are received and of course they are pretty near worthless."

The combine has gone into Canada's wheat fields with every promise of cleaning up the harvest in short order. This will insure the rushing of grain to market faster than usual.

About seventy-five smut treating machines have gone into McPherson County, Kansas, alone this past year, so that now approximately fifty per cent of the elevators in this great producing section are now so equipped. The county farm buro had the only machine in the entire county last season. The elevators are understood to charge only actual operating expenses to the farmers utilizing their treating equipment. The proper application of copper carbonate is sure to stop the propagation of wheat smut.



The Terminal Elevator Started at Larned, Kan., by the Associated Mill & Elevator Co. in 1922 as it is today.

Premium Adjustment Insurance on Grain

By J. J. FITZGERALD, Asst. Sec'y Grain Dealers National Mutual Fire Ins. Co.

Before the development of Provisional Insurance it was incumbent upon every grain dealer to wire his fire insurance company *every time* heavy receipts or shipments or a quick change in the market made it necessary for him to take out more fire insurance to protect himself against possible loss or to cancel some policies in order to avoid paying for more fire insurance than he needed or could collect in case of a fire.

The Premium Adjustment Policy was drafted especially for the convenience and protection of grain elevator operators at all times without worry about under insurance or waste in the purchase of over-insurance. All that is required of the insured is that he report at stated intervals the value he wants covered and his premium is assessed accordingly.

Two recent losses have brought out the fact that some mutual policy-holders are not fully conversant with our Premium Adjustment Contract, and in order that there may be no misunderstanding in case of loss, we wish to again get the terms of the coverage before all carriers of this form of insurance.

The Premium Adjustment Policy is intended to relieve the insured of the necessity of ordering or cancelling specific policies as his values change.

It accomplishes this by AUTOMATICALLY following values over UP OR DOWN, subject to the limit of Liability named in policy.

BUT in order to secure its full benefits, the insured must perform his part of the contract. He cannot expect to get 100% protection for 80% premiums.

The Heart of the Premium Adjustment Contract Is:

1. The insured agrees to furnish the Company with Statements at certain specified intervals *declaring the full market value of all stocks on hand.*

2. The amount of insurance in force at any time is the value of stocks shown by the insured's last filed statement, plus or minus changes in quantity and—or value, and minus any non-provisional insurance that may be carried.

3. If the insured fails to report the full value of stocks on hand, then he becomes a coinsurer to the extent of the deficit.

For Example—
Report filed with the Company on July 31, shows full value of all stocks on that date\$10,000
Between July 31 and August 10, the net receipts and changes in value amount to an additional..... 10,000

Then on August 10, the amount of insurance is\$20,000

Now let us assume that a fire occurs on August 10, and in checking back, it is found that an error was made in getting up the July 31 report, and that the actual values on hand that date were, \$12,000

Then the insured under-reported to the amount of 2,000
And according to paragraph 3 above must stand his share of the loss, as follows:
Total values on August 10.....\$22,000
Salvage—to insured 4,000

Net loss\$18,000
Amount of insurance in force based on insured's report 20,000
Insured coinsurer for deficit..... 2,000

Company pays 20/22 of \$18,000 or.....\$16,364
Insured pays 2/22 of \$18,000 or..... 1,636

.....\$18,000

While we were writing the foregoing, the September Self-Inspection card of one of our old policyholders was laid on our desk. We take this from it—

"Think it an injustice to members to pay full loss on grain on your premium adjustment plan when parties have under-reported their stocks."

That is the attitude of a man who runs his business on business principles, and does not expect to get any more than he pays for. That's the heart and soul of the Premium Adjustment Policy. The man who carries such a Policy gets a concession in his rate because he agrees to report FULL VALUES; but he can't eat his cake and have it, too. *If he doesn't report FULL VALUES, then he becomes a Coinsurer, and must stand his share of any loss that occurs.*

Now, let's get this whole thing straight. The insured determines the amount of insurance that he will carry. When he sends in a report and says, "My values on July 31, 1926, were \$10,000," then he sets the amount of his insurance on that date at \$10,000. That's what he is charged for. That's the amount of insurance he has elected to carry. If the amount is less than his values, because of error in making his calculations, desire on his part to carry less than full insurance, misunderstanding of the contract, method of reporting, or any other reason, the penalty still stands. *It is his affair and not the Company's.*

The best of us make mistakes; but the holder of a Premium Adjustment policy has a remedy in his hands against the possibility of under-reporting his values through error.

It is contained in paragraph 7 of the form, which permits the insured to add to his values an "estimated amount to cover possible deficits due to incorrect estimate of value, and for stocks received and not yet entered on stock record." The reporting blank makes provision for such "Estimated Amount."

Something else: While the policy provides for an audit of the stock records of the insured by the Company if it so elects, the Company has no right to go back and collect additional premiums on values not reported. Each report filed with the Company is complete in itself, and is in effect a new contract setting forth the amount of insurance until a new report is filed. When the new report is filed, the preceding one is closed.

Now if you, through error or otherwise, under-report your values, and are unfortunate enough to have a loss, don't blame the "Grain Dealers Mutual." Again we say, we can't pay 100% losses on 80% premiums and continue to exist. The contract is plain, and you should understand it. We are never technical in our loss adjustments, and we make it a point to resolve all doubts in favor of the insured where we can do so consistently; *but we must look at the problem from the standpoint of all of our policyholders; not a few of them.*

Grades for Beans, effective Sept. 1, have been formulated and circulated by the U. S. Dept. of Agriculture, making slight revisions of the tentative standards issued in August, 1925. The changes do not affect the general construction of the standards.

The Enid (Okla.) Terminal Elevator Co. has installed a giant 7,500,000 candle power electrical swivel type beacon some 200 feet above the ground on top of its plant. It can be seen for sixty miles around and for the present will be used as advertising Enid.

The Kansas Wheat Growers Ass'n has filed three suits in the district court at Topeka in an attempt to collect 25 cents for every bushel of wheat flour of its members sold to organizations or firms other than the pool. The defendants are: J. E. Smith of Garden Plain; Sel and John Bunger, Andale; and J. F. Winders. The ass'n also seeks an injunction to prevent these members from disposing of any more of their wheat to outside concerns.—P. J. P.

The Congestion at Montreal.

Ever since June 10 one-third to one-half of the fleet in the Montreal trade has been tied up on account of the congestion at Montreal, and there is no promise that this condition will be relieved by the close of navigation.

There are about 115 boats in the Montreal trade and these have been delayed 8 to 12 days during the chronic congestion.

Eleven cents per bushel was paid Sept. 23 for boats to take grain from Chicago to Montreal, and at that the boat may realize no profit on account of the delays. This represents an advance of 4 cents from the 7 cents paid early in the season.

The grain has been in the Montreal elevators all thru the season, and the buyers in Great Britain have known it is there and have not taken it out, for reasons of their own.

The capacity of the Montreal elevators is something like 12,000,000 bus., but on Sept. 16 there was in store 10,747,996 bus. of grain, 1,106,000 in store ordered out, and 2,061,800 afloat to be unloaded. Of the grain in store 1,185,622 was Canadian wheat, 1,342,249 Canadian barley, 1,881,350 American wheat, 3,795,100 American oats and 2,036,000 American rye. This rye has been in store a long time, and so has 144,000 bus. of Argentine corn. The quantity waiting to be unloaded was twice the amount ordered out, holding out no promise of relief.

There was in port Sept. 16, 30 loaded vessels, 11 ocean liners and 5 tramp steamers. There had been chartered for September loading 26 tramp steamers, and only 22 for October-November loading.

American grain in store is three times the Canadian, and the American grain waiting to be unloaded is four times the Canadian.

At one time 55 lake boats were waiting to be unloaded.

At Fort William-Port Arthur there is no congestion, the 10,000,000 bus. in store taking up only a fraction of the available capacity.

Competing with the grain for boats thru Montreal is a heavy traffic in coal, which is moving from American Lake Erie ports to Montreal and Eastern Canada in place of Canadian coal that is going to England. Both the grain and the coal traffic on the St. Lawrence are moving the same way, making the shortage of boats more severe. To Fort William-Port Arthur and Duluth, the coal goes one way in and the grain goes the other way out, enabling the ships to render service both in and out.

As long as Great Britain thinks it needs the coal more than the grain the congestion at Montreal can be expected to continue. For several months Great Britain has had a nationwide strike of coal miners.

The Montreal Gazette of Sept. 22 reports that: As high a rate as 30s a ton has been quoted for an early steamer to carry American coal to England, and it is affirmed that the equivalent of this rate in grain transportation to the continent is around 34 cents a hundred pounds, thus, at this high figure it is unlikely that European buyers will purchase grain from this continent if there is any possibility of their being able to hold off until the coal strike comes to an end, with a resultant decrease in the demand for tramp tonnage to carry coal.

"Practically no vessels have been booked to take grain out of Montreal for the last ten days, though several have been offering at figures in the vicinity of 25 cents. These have been refused on account of the grain buyers being unable to pay the prices desired by the owners of that commodity in addition to the high transportation costs."

Effective immediately, a general advance in ocean freight rates of 15 per cent was announced Sept. 24 at Montreal. The steamship lines represented in the Canadian Trans-Atlantic Conference raised all the rates from Canadian ports to the United Kingdom, on account of the increasing cost of coal and the

necessity for ships having to take coal aboard on this side of the ocean for the round trip, thus reducing the amount of available cargo space. Rates on grain and flour already are high, and are not directly affected, as they do not come under the purview of the lines as a whole.

Agitators of the farmers have overlooked one opportunity to pass a law for the benefit of the farmer. The wages of farmhands, according to the government, has risen from \$19.58 per month in 1910 to \$36.10 in July, 1926. Capper and Tincher will do well to give their attention to this profiteering by the hired man at the expense of the down-trodden farmer.

The regular government monthly crop report will come out Monday, October 11, instead of at 3 p. m. Saturday, Oct. 9. Change of the report now scheduled for Saturday, Dec. 18 will be recommended for Friday, Dec. 17th. Crop reports filed on the first of the month should be compiled more promptly. The weather conditions each day after the reports are filed reduces the value of the monthly review.

Night drivers are now being halted by uniformed guards on all the leading highways of northeastern Indiana, as a result of the recent invasion of the European corn borer from the infected region around Lake Erie. Every car is inspected in the search for corn being carried over the quarantine line. The counties of Steuben, De Kalb, La Grange and Allen are now in quarantine. This will be hard on the moonshiners.

Formation of the National Broadcasting Co. by the Radio Corporation will strengthen the broadcasting field by adding a strong organization in place of the many small stations that have been dropping out on account of the heavy expense. The Radio Corporation has purchased station WEAJ of the American Telegraph & Telephone Co. for \$1,000,000 and will assume control Nov. 15. Do you get the markets satisfactorily by radio?

A Dust Explosion in a Country Elevator.

Unusually convincing evidence of a grain dust explosion in a country elevator is found in the upward course of part of the roof of C. C. Jennings Grain Co.'s 16,000-bu. concrete elevator at Spearville, Kan. With a loud noise and much dust one-fourth of the roof of the circular concrete elevator shown in the foreground was blown completely off and the roof over the balance of the house was loosened. This occurred July 1, closely following the beginning of the season's movement of new wheat at Spearville, when dry wheat from the combines was being delivered to the town's grain elevators by hundreds of wagon and truck loads daily.

The new wheat of this territory contained much smut and the Jennings elevator was running smutty wheat into the bin at the rate of about 750 bus. per hour, when the explosion occurred. Whether or not the smut had anything to do with the explosion is debatable.

A case comes to mind of a farmer near Bucklin, Kan., using a combine in harvesting a wheat field that ran 7 or 8 per cent smutty. He noticed considerable dust arising from the machine. When he returned to the field after dinner he hooked a lister on behind the combine as a measure of precaution to enable him to save his wheat field should fire break out. Not more than 30 minutes after the machine was again in operation a dust explosion occurred, blowing open three latched doors on the combine and starting a fire. The engine was kept running and blew the fire out of the machine and 4 rounds with the lister saved the field from being ignited. Weather conditions at the time, the atmosphere was very dry and the temperature high.

The C. C. Jennings elevator, built in 1916, has a concrete roof and walls in circular construction. It is 40 feet high and 24 feet in diameter with an 8 foot cylindrical well in the center, the walls of the well extend 16 feet above the top of the bins to form the cupola. Four vertical walls divide the house into four

bins. Iron tie rods extend at frequent intervals between these walls to brace the structure. The equipment includes a wooden leg casing in the well, a 5 h.p. motor, a Richardson automatic scale in the cupola and a man-lift extending from top to bottom of the well.

From *Our Paper* of Grain Dealers Mutual Fire Ins. Co., we take the plan and the following:

We quote from our Mr. Rexford's report: The movement of the present wheat crop had just started and they had taken in about 1,500 bushels; were running the wheat into the south-east bin. At about 4:30 p. m., Arnold Gum, the elevator man, stepped over to the office for a drink when an explosion occurred. The roof over the southeast bin was blown off, part going over on the track, and part going into the air and falling back into the bin where it broke down one of the wood partitions. All of the roof was pulled loose from the main walls and was broken in several places. Explosion occurred in shaded bin.

There is only one explanation for the explosion and that is that some metallic substance in the wheat came in contact with the concrete wall or the iron tie rods, causing a spark which ignited the dust floating in the bin.

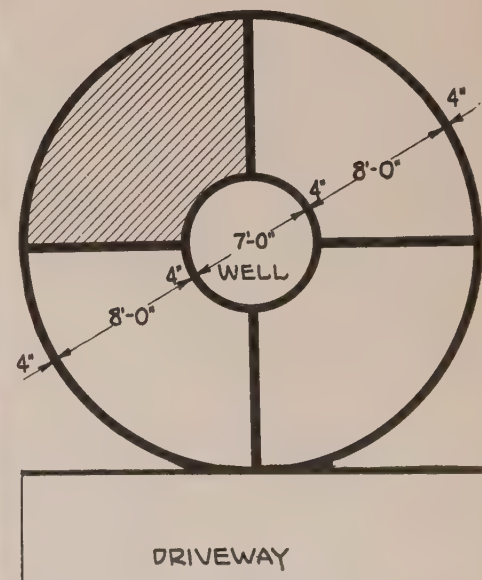
The inside surface of the concrete bin walls are rough and hold a quantity of dust. It is readily understood how this must have risen in clouds when the incoming grain, pouring over dust covered tie-rods, stirred it.

The explanation that the explosion must have followed a spark caused by a metallic substance coming in contact with the concrete walls or the iron-rods is presumably true. Mr. Jennings relates an instance when a farmer dumped a number of double-tree clevises with his load of wheat and another when a rectangular iron plate followed the same route into the pit. It is not unusual for a farmer unwittingly to dump some forgotten piece of metal with his load.

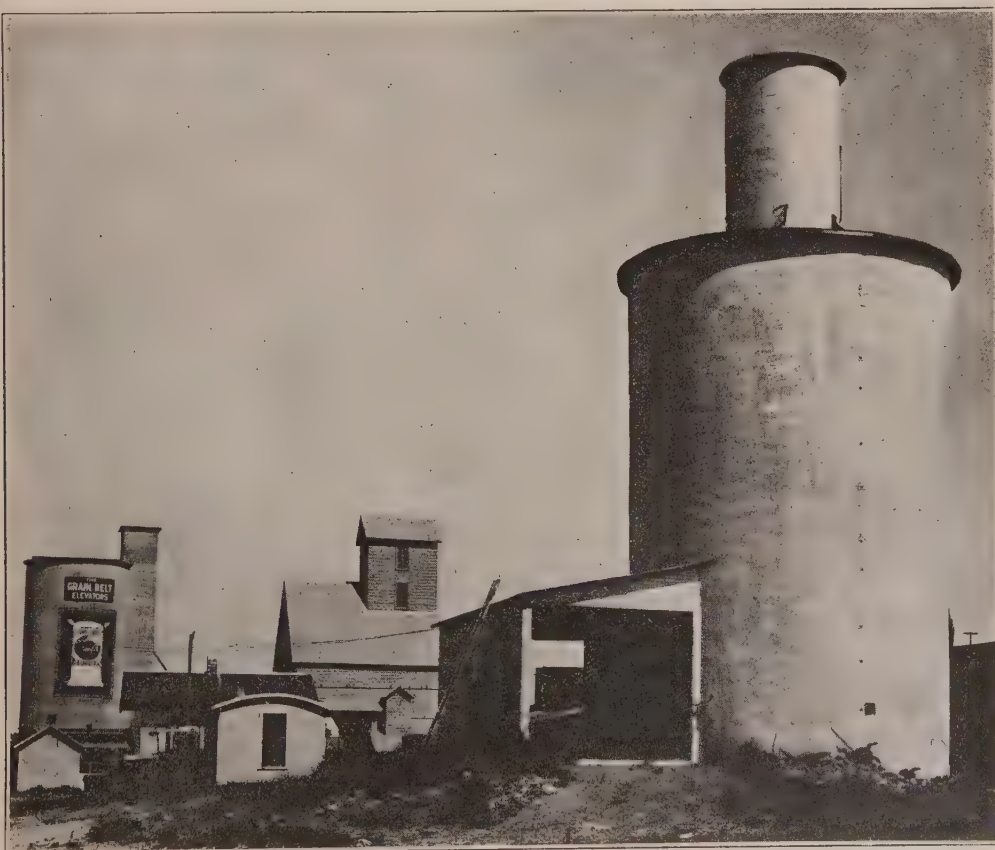
Two little Mexican youngsters were sitting nearby on a pile of grain doors when the explosion occurred. They afterward told how the "air just seemed full of rocks. We fell off that pile of boards and run," presumably with the proverbial winged speed of a scared negro.

For 30 minutes following the grain dust continued to arise from the top of the bin into the hot, dry air. The fire department arrived but was prevented from doing further damage by the staunch stand of Arnold Gum, the elevator man. He rode the manlift to the top of the cupola and, looking down into the roofless bin, satisfied himself that no fire had broken out.

Mr. Jennings immediately started repairing the damaged partition wall and rebuilding the roof, an expense fully covered by insurance. But he was hampered in handling incoming grain for several days while the work was in progress.



Bin Plan of Jennings Elevator at Spearville, Kan.



C. C. Jennings' Elevator at Spearville, Kan., in Foreground. Lost Part of Roof by Dust Explosion.

A New Era in Power.

If any one factor might be suggested to account for the rapid development of the nation's resources and the widespread prosperity of all classes, that factor is power. The speeding up of production through the use of power driven machinery has been carried to a point undreamed of even a decade ago. As a result production per unit of labor has been increased and since the greater interchange of commodities through increased production is really the measure of prosperity, the United States leads the world.

Since power is such an important factor in our national existence, the forms of power development and the economics of that development have been given a great deal of study in all industries. The first step in that development was the utilization of small steam engines and water wheels located at points where power was to be used. Then came the steam turbine with its amazing development which entirely changed the viewpoints on economical power production.

It was soon found that power costs could be lowered through the use of extremely large steam turbines as compared with the use of a large number of small units. This quite naturally led to the building of large power stations and the distribution of power through transmission systems to the point of consumption.

This development has proceeded to the point where practically the entire country is now covered with a net work of transmission systems feeding electrical energy from enormous steam and water power plants. It would appear that this development has about reached a point where the increased cost of transmission and the cost of supervision offsets the very small increases in efficiency which are now possible in the large steam and water power plants.

Some engineers are inclined to believe that the power of the future is to be that furnished by these large plants inter-connected by complex transmission systems. There is, however, another angle of the power problem which, although it has made extremely rapid progress during the past few years, is sometimes overlooked. The new phase in power progress is the Diesel engine.

During the past few years the Diesel engine has become such an important factor in solving the problem of low cost power production that it has been very widely adopted. It has been estimated that at the end of 1925 there were in the United States approximately 3,000,000 horsepower of oil engines in stationary power plant service. Every year has seen an increasing use of Diesel engines and a widening of the field of application.

In the face of the widespread distribution of power from large power stations, it might seem that the Diesel engine could not stand such competition. To those who understand what the Diesel engine is and how it operates, the progress which this prime mover is making is not at all surprising.

In the first place the average small steam power plant turns only 5 to 8 per cent of the heat in coal into useful work. The larger power stations utilize around 15 to 18 per cent of the heat in the fuel and the very latest super-power stations transforms 20 per cent of the fuel heat into work. It must also be remembered that the losses in transmission from the point of generation to the point of consumption are considerable, often measuring 20 per cent of a station's output. Then to the actual fuel expense must be added the interest on the huge investment necessary to distribute the power and the cost of the supervision which includes the maintaining of the entire system and the billing of the consumer for the actual power which is used.

One of the first reasons for the application of the Diesel engine is its high thermal efficiency. Engines of this type operate at a thermal efficiency of about 32 per cent, which means that the utilization of heat is much

more effective than in the largest steam power plant. It is also interesting to note that this economy of fuel is practically the same for a 50 h.p. engine as it is for one rated at 5000 h.p. This high efficiency in all sizes means that the small industry has at its command a prime mover which is much more efficient than the largest super power steam station ever built.

In order to understand why the Diesel engine is so rapidly taking its place in industry it is necessary to know something about how this type of prime mover operates. The accompanying sectional view shows a 720 h.p. Fairbanks-Morse Diesel engine which is the latest type developed by this company and which illustrates the general trend in Diesel engine development.

The Operation of a Diesel engine is quite different from the automobile engine. A low grade fuel oil is injected into the combustion space about the time the piston has nearly reached upper dead center. Due to the compression pressure of about 500 lbs. per square inch, the temperature of the trapped air rises to about 1,000 deg. Fahrenheit and ignition of the fuel charge begins. As combustion proceeds the burning gases expand through the orifice and combustion is completed in the cylinder proper. No explosion takes place and there is no rise in pressure for the gases burn evenly and the expansion is quite similar to steam.

As the piston is driven downward on the power stroke it first uncovers the edge of the exhaust port and the pressure in the cylinder drops to practically that of the atmosphere. The inlet air port is then uncovered and the air which is forced into a manifold on the side of the engine by a compressor which is built in as a part of the engine, rushes out through the cylinder, blows out the burned gases and fills the space with fresh air. In smaller sizes of engines this scavenging air is compressed in the crank case by the downward movement of the piston and flows from the crank case up through a passage to the cylinder and into the cylinder when the inlet port is opened. The piston again moves up and as it reaches its highest point fuel oil is again injected through the nozzle.

This type of Diesel engine is known as the 2-cycle, airless injection type. It differs from the 4-cycle engine in that there is a power stroke in each cylinder at every revolution of the crank shaft. In some types of Diesel engines the fuel is injected directly into the cylinder with the aid of compressed air at about 1,000 lbs. pressure. There are many arguments advanced as to the relative merits of the two systems, but such a discussion has no bearing on the subject at hand.

The progress in the design of Diesel engines has been such that these engines are very sim-

ple to operate. The lubricating system, for instance, in the engine illustrated is completely automatic and there is not a single point on the engine which is not reached by pressure lubrication. The lubricating oil is pumped into the main bearings, flows up through the hollow connecting rods and up into the top of the pistons and then back down into the crank case where it is picked up by a pump and passed through a strainer and cooler, which are a part of the auxiliary equipment of such a plant. The stream of oil flowing through the piston keeps the piston head cool. In smaller sizes of engines the piston cooling feature can be safely eliminated.

One hand wheel as shown in the accompanying photographs is used for starting and stopping the engine. When the wheel is thrown over to the start position the starting air comes on and then as the wheel is brought back to the run position the flow of oil to injection pumps begins.

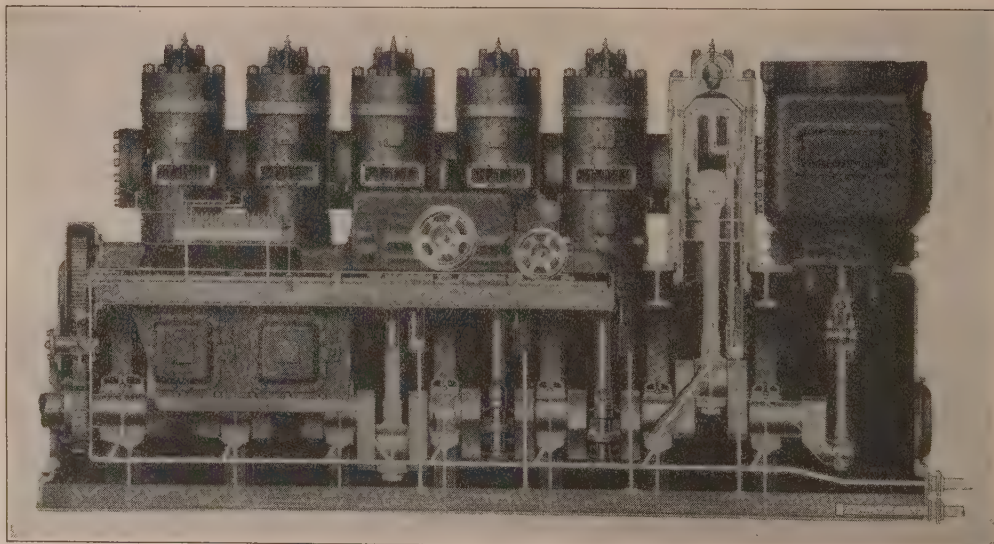
Another hand wheel which is located in the governor may be used to change the speed through a considerable range. This is used when it is desired to parallel two or more Diesel electric units or where the drive requires a speed variation.

With Diesel engines of this type it is quite a common operating experience to produce a kilowatt hour with a fuel cost of one-half cent. Since the engine is easy to operate a very small operating force is required as compared with a steam plant and so the cost of operation is usually around one cent per kilowatt hour. Even with the fixed charges on the investment and the maintenance cost added the total cost of power usually ranges from 1.25 to 1.50 cents per kilowatt hour.

The Diesel engine power plant also has some other important advantages aside from low power costs that are attractive to industry. The Diesel engine may be started at a moment's notice and there is no fuel consumed when the engine is shut down. In the steam plant the boilers must be kept banked if the plant is to be started up on short notice.

In the Diesel plant there is no chimney, smoke or ashes and no coal or ash handling apparatus required. The oil fuel which is used is highly concentrated with comparatively little bulk for the heat units it contains. It is easy to transport, offers no difficult storage problem and is easily handled by means of pumps. Furthermore there is an adequate supply of well oil in sight to say nothing of the vast untouched supply which is stored in oil shales.

Since the Diesel engine uses water for cooling purposes only and in comparatively small quantities there is no water supply problem of any consequence.



Fairbanks-Morse Diesel Engine of Latest Type.

It should not be inferred that there is not an economic place for the steam plant in small sizes as well as in large stations. Many industries require process steam and in such a case the economical method is to generate power from the steam in reducing it to the pressures required for process work.

Even in such a case, however, the Diesel engine has its place since it is possible to put one or two Diesel units in such a plant in order to make the power production cost entirely independent of the process or heating requirements. Sometimes in this case the Diesel engine carries a definite part of the load and then the steam units furnish the balance of the power requirements in accordance with the demand for process steam.

In metropolitan areas there is no question but what the large super-power steam plant can produce power at a cost, plus the cost of distribution, which will make it possible to give the consumer power rates which are as low as the cost with Diesel engines. Even in such cases, however, the Diesel engine may be installed as a standby unit or may be used for the purpose of reducing the peak load demands on the power system and hence reduce the rates where such rates are based on demand charges.

The Diesel engine of today offers extremely interesting possibilities in reducing the cost of power in practically every industry,

on the railroads for motive power drive and for application to portable and semi-portable machinery such as the equipment used in the excavating, dredging and material handling fields.

Before a solution of any particular power problem can be intelligently reached it is necessary to consider all available forms of power which might be used and to overlook the Diesel engine in making such a study is to eliminate one of the latest and most efficient types of power producing apparatus.

Improvements in the design of Diesel engines, together with improved manufacturing methods, have made it possible to install Diesel engines which will give dependable service over a long period of years and which will rapidly pay for themselves by lower power costs.

New Welland Canal to Be Completed.

The new Welland Canal will be 25 miles long, with a total lockage of 326½ feet. It will have 4 single locks, one flight of 3 double locks, and 1 guard lock. The locks have a usable length of 820 feet, clear width 80 feet, and 30 feet depth of water on the sill at Canadian low water datum. All locks have a lift of about 46 feet. The gates are of the mitring type. The canal prism is 200 feet wide at the bottom, 310 feet wide at the water

line, and from 25 to 26½ feet deep at low water.

All masonry structures are so designed as to allow an ultimate deepening to 30 feet at low water. The estimated total cost of the canal is \$110,000,000.

The construction of this canal was commenced in 1913. It was largely suspended during the war, but was later resumed, and it is now estimated that the canal will be opened to navigation about 1930.

This increase in the permissible draft of boats passing from Lake Erie to Lake Ontario from 14 ft. to 25 ft. should prove beneficial to lake commerce.

Belt Dressing a Poor Substitute for Needed Adjustments.

BY INSPECTOR.

Belt dressing is a fine thing when properly used—but that is seldom. Nearly every lazy houseman who has this long stick of goo uses it to excess. It can be used and allow a belt to run loose rather than too taut which places an unnecessary strain on bearings, shafting and belt. It will make the belt cling to the pulley and cover more pulley service, thus eliminating a lot of slippage and friction loss. It works well on short belts having heavy duty—as long as the location is not too dusty and the dressing is used sparingly.

I have personally cleaned a few pulleys, taking off a half pound to five pounds of this "cure all." In addition, have had several housemen do the work themselves. This wax piles up in great gobs and usually makes a lot of welts in a row along one side of a pulley or belt, forcing said belt to run off one side of the pulley and in most cases runs it against a beam. I think this dressing is next to misalignment in causing belts to run off center and rub. It never collects on middle of the pulley or belt.

The use of this will allow belts to run loose enough almost to touch in the middle. This dressing is not expensive but is always used extravagantly. One elevator owner told me that his man had used about one to two sticks of it a week since harvest began. I asked him if a little work on the belts and shafting, bearings, belts, etc., wouldn't be better for the machinery and less expensive in the long run. He thought it would. The houseman now has a job he has been skipping for a long time.

The Need of Association Work.

All successful grain dealers are interested in prompt, efficient, economic, profitable merchandising of grain and supplies.

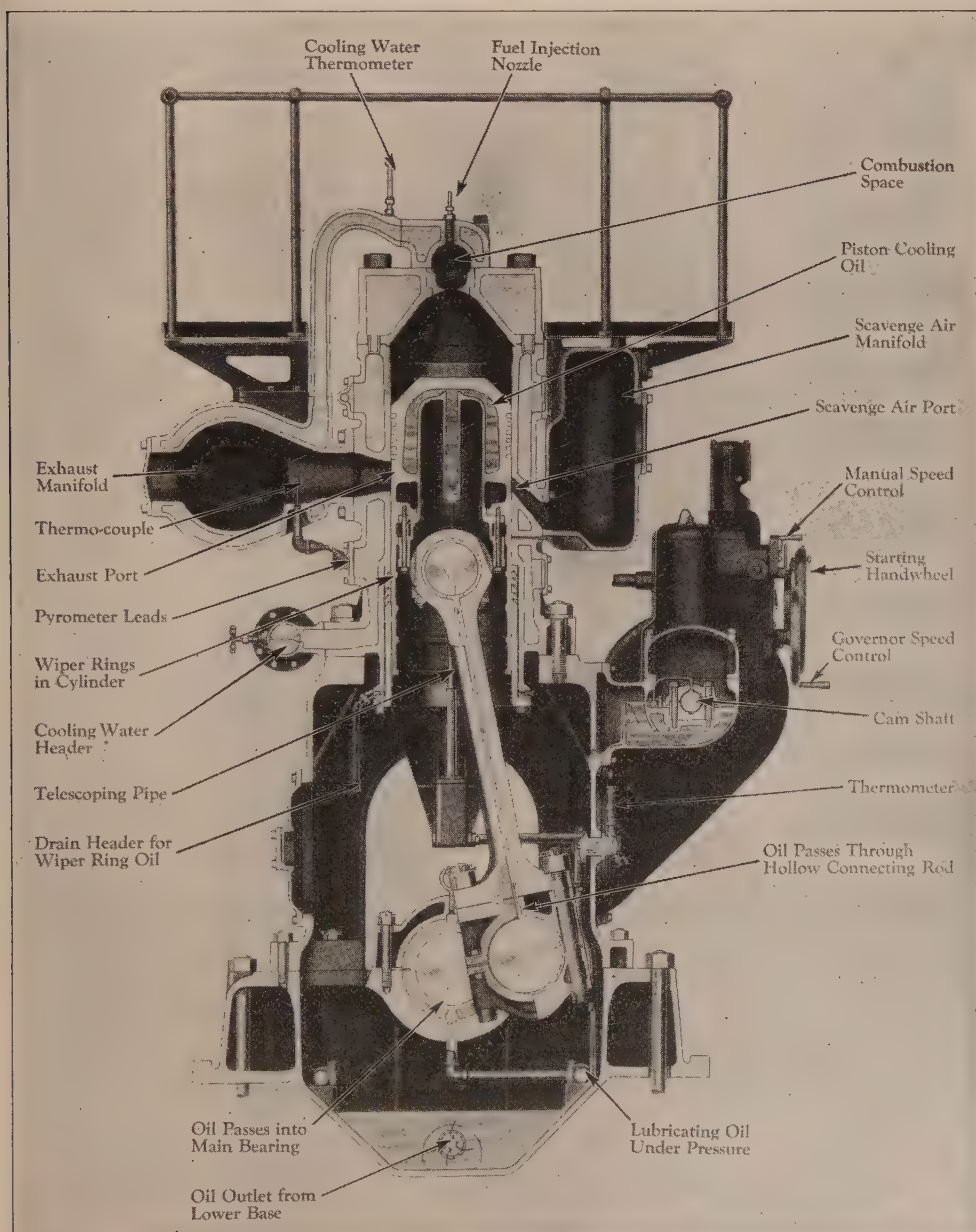
The greatest single factor in the promotion of this important effort is an effective organization. An organization to be effective must have the moral and financial support of the trade.

Those of us who have no other source of income except that of merchandising grain and supplies at our elevators, necessarily need to make some money operating our plants. Those of us who do not depend on the profits of our elevators for our livelihood have no moral or legal right to deprive those who do of their only means of sustenance.

Government and organization are synonymous terms. We would not wish to live in a country where there was no form of government. Neither should we want to live and attempt to conduct a commercial enterprise in unorganized territory when the cost of an organization is insignificant in comparison to its value.

Of course you are going to the Buffalo Convention of the Grain Dealers National Ass'n on Oct. 18, 19 and 20.

To hear Mr. Coverdale deliver his address at this convention will be worth a large share of your time and expense. Directors of Ohio elevators, especially Co-operative and Equities, should provide funds for their manager's attendance.—E. T. Cusenbolder, Sec'y, Philip C. Sayles, Pres. Ohio Grain Dealers Ass'n.



Sectional View of Fairbanks-Morse Diesel Engine.

Solving the Farm Riddle

"Grandiose schemes that flare up like a rocket, burn brightly for a time, and then burst with a great display of pyrotechnics, will never solve the farm problem. Day dreams of alarmists are equally futile. Most of these noisy gentlemen are obsessed with one idea, and that a bad one. They would simply take a larger toll from the consumer by fair means or foul and thus swell the farm income. To them economic laws are but the mental meanderings of stupid college professors."

Thus does the new book, "Solving the Farm Riddle," by Edward Jerome Dies, sum up a few of the activities of farm leaders in recent years. The book, published by Pascal Covici, 208 So. Wabash, Chicago (\$1.50 net), is creating widespread interest. Mr. Dies traces the whole history of co-operation in America, showing profit and loss in the pooling of wheat, fruits, vegetables, dairy products, livestock and every other commodity that has been handled co-operatively. It is not a text book, but a swiftly moving story, aglow with facts and information of intense interest to all branches of agriculture, and to business men generally.

In one chapter the author pays his respects to those who have profited politically and otherwise at the expense of the distressed farmer and to those who preach despair and discontent. He likewise views the agricultural future with sound conservative optimism.

Agriculture has long been wearing a crown of thorns, woven and shaped by the hand of politics. And until this crown is thrust aside no true progress will be made. Men of lofty genius who could lead the farmer out of his difficulties—men who have proved their mettle—are reluctant to add their ingredient to a swirling, boiling caldron of politics.

So the colorful pageant of tomfoolery moves ever onward, with the political jesters doing handsprings and cartwheels, the organizers juggling gold bricks, and the co-operative lawyers shying bright banderillas at stuffed statues.

The fact is agriculture has emerged from evil days. The dead past is but a hideous dream, a nightmare of privations, isolations and animal drudgery. No longer must the prairie mother live in hay-roofed huts and sod houses and dispense with decencies. No longer must she plow and sow and water stock and make garden and nurse children, slaving from sun up to moon up, growing old and jaded while yet a girl.

The whole scheme has changed. Today the electric train rides in the trail of the prairie schooner. On the side of the old sod hut is a sturdy farm home with modern plumbing and running water. The candle dip has stepped aside for electric lights, and the old wood fireplace has been succeeded by modern heating methods.

Telephones relieved the deadly loneliness of isolation, while flivvers, spinning over white ribbon roads, have helped to eliminate distance. Movie houses stud the rural centers, and opera, baseball scores, and election returns may be gathered in by radio.

Contrast all this with the dismal past. Recall too that there is scarcely a generation between the scythe and the combine, the flail and the threshing, the pointed stick and the chilled plow. And then try to visualize a dark future for agriculture. That future, rather than being dark, probably will see the complete electrification of the farm power for running the irrigation pumps, the churns, the heating plant; power to refrigerate surplus yields and dairy products pending better prices, and to preserve fresh vegetables and fruits.

Everyone wants to see farm prosperity, not from a humanitarian impulse, necessarily, but because it is the only healthy situation. Depression becomes epidemic when yields are unprofitable. The country merchant cuts his orders. Firms that supply him restrict their output. Factory payrolls shrivel and city stores find their sales dropping off. Bank deposits shrink and credits freeze. Construction comes to an abrupt halt, and railroads begin operating on a shoe string. The pinch is felt all down the line.

But a sound and prosperous agriculture, the kind the nation needs, can be built only upon sound principles. The one-crop farmer, whether he grow wheat, cotton or corn, must gamble with the elements and cannot hope for permanent happiness. He knows that he is gambling and that he must sustain an occasional loss. No type of legislation, whether it be intended to strengthen co-operation or to provide a government subsidy, can make of him

a successful and prosperous farmer. He must mend his ways.

He has not been so advised, however. 'On the contrary, it has been the wont of politicians to prescribe anew for him each season. For instance, during the post-war price deflation the immediate political prescription was for government supervision of the grain exchanges. This, it was contended, would stabilize prices. A very rigid law was enacted, and perhaps a good law, at least in part, but a futile law so far as maintaining high price levels in the face of surpluses is concerned.

Easier credit was the political prescription for the farmer in 1922. Give him a chance to finance himself and his troubles would soon be ironed out. So congress passed legislation to that end. Credit agencies were set up and are working. Quite likely that helped. But when there is too much wheat or corn or cotton in the world the price will go down. It dawned upon agriculture that something more than easier credit was needed.

The nettling question of a surplus flared up anew. Get rid of the surplus and low prices would be made high. But how get rid of it? Then came the answer: Let the government buy it. What's a few hundred million dollars to the government?

So down to Washington they came in 1924 with the McNary-Haugen bill, a complicated parcel of sentimentality, involving staggering statistical computations with index figures. The level of farm prices was below the general price level. The bill would bring them into line by the simple expedient of having the taxpayer make up the difference. By a decisive vote the bill was beaten when it tried its first legislative hurdle in the house of representatives.

Soon thereafter farm relief proposals of another character were brought forward and were promptly smothered by the interests which had been crying and shouting for the measure so decisively killed.

In the short space of four years the farmers had been given rigorous grain exchange legislation, and a credit panacea which did not pan. The same men and the same organizations had brought forward the scheme for taking the surplus off the market, which was little less than an affront to ordinary intelligence. It was expected that the band would play soft music for the boys who had so gloriously shouldered the weighty load of solving the farm problem and who had so gloriously failed.

But nothing of the sort happened. Instead, the same crowd showed up in congress in 1926 with the same surplus measure, this time called the Haugen bill. The interests which brought the bill forward and held the attention of congress and the farmers for months knew that it could not be enacted. They knew, too, that in event of its passage they would be left high and dry without a campaign issue, and some of the farm organizers without jobs. They wanted to tell how they had toiled and struggled day and night to obtain passage of the bill, and to promise its enactment into law later on.

The only thing you can commend about leadership of that character is its persistence. The question may fairly be asked: How much longer is the farmer going to listen to leaders and to farm congressmen who rank one hundred per cent in promises and zero in accomplishment? How much longer is the farmer going to contribute to organizations paying high salaries to gentlemen who formulate grandiose plans that get no place? Unhappily he has kept it up for a long time.

Behind all the political furore created over the farm relief question, the real truth is that there has been no sincere conviction on the part of the majority of Congress that any legislation would cure the agricultural ills. Not even in the vote on various bills has the real sentiment been expressed. In many instances of recent years the congressional vote has been simply a gesture.

Advice given to the farmer year in and year out is that to be a better farmer he must produce more. In this "big production" schooling he has at his command the entire departments of agriculture, state and national. They will supply him with endless data, and if necessary experts will assist him in the field. He is urged to produce and produce, regardless of whether the trade channels become clogged. There is no one to tell him to curtail for a season or two. If a commodity sells well one season, he strives blindly to double his output the next year. It is true of practically all farmers. On the other hand, the industrialist knows that no matter how attractive the sales happen to be on a certain article, his stock should not be piled high without the assurance of an outlet in the future.

While an abandoned farm is a subject for tears and political speeches, an abandoned factory—abandoned perhaps because of having followed the bad policy used on the average farm—seems to be a matter of utter indifference to the public. The neat distinction has been drawn by politics.

It is extremely doubtful that agriculture will be lifted into prosperity by farm groups wrestling with existing problems. More fundamental efforts are needed. The first effort might well be the creation of a sound farm policy, a policy that would eliminate the bickerings of various agricultural groups whose major efforts are to stamp out each other. This long-range fundamental policy should be free of politics. It should be directed not by dirt farmers nor by former statesmen and near statesmen, but by men of high business calibre who know agriculture, commerce and finance. The one sure way to paralyze agriculture is to make it political or to create a government subsidy.

Any broad national policy should include the education of the farmer along common-sense lines. The bombardment of false information to the farmer should be halted. Co-operation should no longer be magnified with political binoculars. Nor should farmers be assessed by organizers who wish to experiment in a grand way, with enormous schemes that begin at the top.

The Department of Agriculture should give some attention to excess production and less attention to encouraging continued over-production of certain commodities. The various branches of agriculture, federal, state, county, and colleges and experiment stations, might well throw aside politics and work together in a sincere effort to provide the farmer with information on production prospects and probable demand.

The most dangerous surplus on the hands of the American farmer is the surplus of third rate politicians.

It happens now and then that a man of vision, dissociated from the political turmoil of the farm problem, speaks out frankly on the subject. Secretary Mellon of the Treasury Department did so when his opinion was asked by proponents of the Haugen bill, defeated in 1926. He stamped it as unsound and dangerous to the farmers as well as to the country generally. By way of improving the farm situation he suggested elimination of waste, and recommended efforts to increase the demand for our surplus and thus raise the price, not to our consumers alone but to the world.

Farming differs from most industries, he said, in that the output largely fixes the price, whereas in manufacturing the price largely controls output. For this reason, Mr. Mellon continued, it would seem desirable to find some method not only of adjusting production, but of distributing and marketing products in the most efficient manner possible.

Such straightforward comment is stimulating, when it comes from a man generally regarded as among the ablest financiers who ever held the portfolio of Secretary of the Treasury. It is in sharp contrast with the sentimentality expressed by the average office seeker out after the farmer vote, or the organizer who would draw a large salary for his meaningless, aimless efforts.

One good lick of work is worth 10,000 wishes in striving for success. ✿ The whole world respects a good worker. ✿ Work is the great conqueror—the one best friend of the living and the foundation stone of all successes.

There never was a time when concentrated effort and diligence were not rewarded by a just measure of success—and there never will be.

Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, new flour mills, improvements, fires and accidents are welcome. Let us hear from you.

CALIFORNIA

Stockton, Cal.—The Sperry Flour Co. has sold the Capital Mills to the Poultry Producers of Central California.

Los Angeles, Cal.—W. J. Thomas of the Thomas Mfg. Co. was married to Mrs. Betty Bridges, widow of H. E. Bridges, late in the grain business.

Los Angeles, Cal.—The California Mfg. Corp. will erect a reinforced concrete elvtr. on the site of its present warehouse, and a new warehouse will be built on another site.

CANADA

Ceylon, Sask.—Les Purcell is building a flour mill here.

Vancouver, B. C.—F. L. Davies has opened a brokerage office here in the Pacific Bldg.

Factoria, Sask.—The Robin Hood Mills, Ltd., is overhauling the plant which it recently took over from the Interprovincial Flour Mills, Ltd.

Winnipeg, Man.—Melville Jones, one of the junior partners in the firm of Clarke & Martin, died on Sept. 18 at the age of 26. His widow and a baby survive.

North Portal, Sask.—The Dominion Elvtr. Co. will immediately rebuild its elvtr. which was destroyed by fire on Aug. 25. The new house will have a capacity of 40,000 bus., an increase of 500 bus. over the capacity of the old house.

Fort William, Ont.—The British Empire Grain Co., with headquarters at Winnipeg, has bought the terminal elvtr. of the Fort William Elvtr. Co., which has a capacity of 1,750,000 bus. The elvtr. was formerly under the management of David Horn of Winnipeg.

Calgary, Alta.—The 9 elvtrs. of the Robin Hood Mills, Ltd., which were recently sold to the National Elvtr. Co., Ltd., are located at the following stations: Wetaskiwin, Carstairs, Acme, Bassano, High River, Cayley, Claresholm, Woodhouse and Granum. The milling company's elvtr. at Strathmore was recently sold to the Alberta Wheat Pool.

Winnipeg, Man.—The Grain Exchange held its annual meeting on Sept. 8 and elected the following officers: A. Thomson, pres.; N. J. Breen, E. W. Kneeland, J. A. Crowe, R. T. Evans, C. C. Fields, J. C. Gage, N. L. Leach, C. H. Leaman, D. C. MacLachlan, A. C. Michael, W. A. Murphy, James A. Richardson, Capel Tilt and A. P. White, vice-presidents; F. J. Anderson, F. O. Fowler, J. Stewart, R. T. Evans, J. A. Richardson, C. Tilt, D. C. MacLachlan, com'ite of arbitration; and N. J. Breen, C. C. Fields, N. L. Leach, John Fleming, J. C. Gage, A. P. White and A. K. Godfrey, com'ite of appeals. Mr. Thompson, pres., is successor to D. C. MacLachlan.

COLORADO

Akron, Colo.—The Akron Mfg. Co., owned by Leaman Resler, has been sold to Tracy Zeigler of Sterling.

Denver, Colo.—Fire started in a truck in our plant from a short in the battery on the night of Aug. 24, and burned the cab off of the truck, burned the rafters in the roof of the garage, and scorched doors, windows, etc. While the garage is attached to our warehouse, no fire got into the elvtr. or warehouse.—W. H. Wieman, The Summit Grain Co.

IDAHO

Eden, Ida.—We will make some repairs to the plant which we acquired by lease taken over from the Great Basin Grain Co.—Globe Grain & Mfg. Co.

Rexburg, Ida.—The Anderson-Koon elvtr. was purchased by the Weber Co., a newly formed organization. Jno. X. Anderson will be associated with the Weber brothers in the operation of the business.

Moscow, Ida.—The Moscow Farmers Union Whse. Co. has let contract to Louis Delivuk for the repairing of its elvtr. which was damaged by fire recently. The wooden cupola will be replaced with a concrete structure.

ILLINOIS

Milford, Ill.—We are installing a drier in our elvtr.—Milford Grain Co.

Havana, Ill.—McFadden & Co. are rebuilding their elvtr. which burned recently.

Hindsboro, Ill.—We took over the elvtr. of J. Crawford & Sons.—Fletcher Grain Co.

Ashton, Ill.—The Bergeson Grain Co. suffered a small fire loss on Sept. 3 caused by lightning.

Aroma Park, Ill.—Earl Hall of Kankakee will have charge of the Kankakee Elvtr. Co.'s elvtr. here.

Shawneetown, Ill.—The Shawneetown Elvtr. Co.'s elvtr. was severely damaged by fire on Sept. 14. Loss, \$19,000.

East Moline, Ill.—The Ideal Mfg. Co. is installing an attrition mill which has a capacity of 200 bus. per hour.

Cayuga, Ill.—Clifford and Wm. Murray purchased the elvtr. owned by Chas. McDougal and have taken possession.

Hamel (Worden p. o.), Ill.—Robbers dynamited the safe of the Hamel Co-operative Grain Co. on Sept. 15.—P. J. P.

Kewanee, Ill.—E. J. Feehery & Co. of Chicago, grain brokers, have opened an office here with R. L. McGuire as mgr.

Peoria, Ill.—The American Mfg. Co. will move its general offices to the Central Nat'l Bank Bldg. where it has leased a floor.

Chenoa, Ill.—U. J. Sinclair, Ashland, and C. W. Parry of Chenoa have bought one-third more interest in the Chenoa Elvtr. from C. C. Savage and wife of Virginia, Ill.

Momence, Ill.—Wm. W. Porter has added new equipment to the elvtr. which he recently purchased from W. H. and J. A. Watson. He is contemplating the building of new coal sheds.

Pesotum, Ill.—The Pesotum Farmers Elevator Co. purchased the elevator of Eichorst & Reinhardt, giving them control of the grain business here. Jas. M. Maguire represented both parties in the transaction.

Davis, Ill.—We have installed a Bauer Attrition Mill with two 20-h.p. motors and one 10-h.p. Sprout-Waldron Corn Crusher. We have two stands of elvtrs., one for grain and the other for ground feed. Both have 7x10-in. cups and driven with a 5-h.p. motor.—W. E. Morris, mgr., H. A. Hillmer Co.

Delavan, Ill.—W. E. Culbertson, sec'y of the Illinois Grain Dealers Ass'n, is endeavoring to interest dealers in holding local meetings to remedy unsatisfactory conditions in the grain business. Those who would attend such gatherings are urged by Mr. Culbertson to suggest their choice of a meeting place.

The opposition to the proposed amendment to the Illinois constitution giving the state legislature unlimited taxing power is rapidly gaining new supporters. In 1918 the legislature appropriated only \$50,000,000 against \$285,000,000 last year. The growing extravagance of the politicians would soon bankrupt the state if given power to tax without limit. The machine politicians seem to be the only ones interested in making the change.

CHICAGO NOTES.

Beginning Monday, Sept. 27, the hours for trading on the Board of Trade will conform to Central Standard Time.

Chas. W. Baum, for a number of years with the Rosenbaum Grain Corp., has formed a connection with the J. J. Badenoch Co.

Beginning Sept. 25, the cotton market on the Board of Trade will be in session until 12 noon on Saturdays the same as the grain markets, instead of closing at 11 a. m.

New members of the Board of Trade are as follows: Roy W. Milner, Calgary; Joseph F. McCarthy, Duluth, and Raymond C. Templeman. Applications: Percy H. Ginder, Perry E. Gregory, and Samuel P. Mason. Transfers: Est. Clarence T. Mears, Geo. M. Nicoll, Est. T. A. Block.

A com'ite has been appointed by the Board of Directors of the Board of Trade to solicit contributions to the Florida Relief Fund. Frank G. Coe, L. F. Gates, J. C. Murray, John S. Brown and G. W. Hales compose the com'ite. All checks are to be made payable to J. J. Fones, sec'y.

Corn continues to go out of condition in the Chicago elvtrs. On Sept. 13, Rosenbaum Bros. posted the contents of 3 bins in the National Elvtr., containing 5,000 bus. each, and applied the contents on eight receipts for No. 2 yellow dated Feb. 20 to 23. This week the Central Elvtr. Co. posted one bin in Calumet Elvtr. "C" as musty and warm and applied against it a receipt dated Dec. 5, 1925, for 5,000 bus. On Sept. 22 the National Elvtr. posted 29,000 bus. more in 6 bins as warm, souring and slightly mahogany, applying receipts dated Feb. 27 to June 25.

INDIANA

Macy, Ind.—The elvtr. of the Macy Grain Co. has been completed.

Evansville, Ind.—Igleheart Bros. are erecting a concrete storage tank to be 50x100 ft. and to cost about \$25,000.—W. B. C.

Bainbridge, Ind.—The flour mill owned by Harley Miller burned on Sept. 15. Loss, \$10,000, partially covered by insurance.

Rosedale, Ind.—The Rosedale Elvtr. Co. has purchased a new grinder and other equipment from the Sidney Grain Mchry. Co.

Salem, Ind.—H. Nicholson was shot on Sept. 13 when he was found stealing grain from the plant of the Campbellville Mfg. Co.

Carmel, Ind.—The Farmers Elvtr. Co. is installing a new sheller, cleaner, and drags, furnished by the Sidney Grain Mchry. Co.

Greencastle, Ind.—We will make an elvtr. out of the Big Four Flour Mill which we recently purchased here.—Campbell Bros., Fillmore, Ind.

Sheridan, Ind.—McVey Goodrich Co., incorporated; capital stock, \$15,000; incorporators, Harry McVey, Baxter McBane and P. E. Goodrich.

Lincoln, Ind.—Work has started on the new 15,000-bu. elvtr. being erected by the Lincoln Elvtr. Co. to replace the one which burned July 30.

Mt. Vernon, Ind.—John Robb, aged 46 years, mgr. of A. Waller & Co.'s elvtr. for many years, died recently. His widow and three children survive.

Indianapolis, Ind.—John W. McCardle, for a number of years prominent in the grain trade in this state, was married recently to Miss Ruth Bills.

Indianapolis, Ind.—Chas. Shotwell of the Shotwell Grain Co. has returned to his business after a month's absence caused by an operation for cataract of the eye.

Camden, Ind.—We are considering installing a larger feed grinder in our elvtr. here and also installing electric power.—L. Ray Urmston, Urmston Grain & Seed Co.

Mt. Vernon, Ind.—Col. John G. Banks, veteran grain buyer, died at his home here after an illness of two years. For many years Mr. Banks was grain buyer for A. Waller & Co. His widow, one son and two daughters survive.

Jolietville (Sheridan p. o.), Ind.—H. A. McVey, who managed the Goodrich Bros. Hay & Grain Co.'s elvtr. for six years, and who for the past year has been located at Westfield, has purchased an interest in the elvtr. Fred Dailey, who has had charge of the elvtr. during Mr. McVey's absence, has accepted a position in the elvtr. at Westfield.

Mt. Vernon, Ind.—Altho the Home Mill & Grain Co. and the Farmers Elvtr. Co. are named co-defendants with James L. Jacobs, Antone Heerdink, et al., in two suits for conversion brought by Homer Sherretz, rural merchant, neither the mill nor the elvtr. company is a party to the action except in name. Both companies have posted money for the payment of wheat bought by them from Mr. Jacobs. Mr. Sherretz alleges that Mr. Jacobs, a tenant on his farm, gave him a chattel mortgage on 32 acres of growing wheat as security for a promissory note, and then sold the grain without his knowledge.

Eberfeld, Ind.—Ferdinand G. Schultz, aged 51, pres. of the Schultz Flour Milling Co., died after a short illness. He is survived by his widow, one son and two daughters.—W. B. C.

IOWA

Russell, Ia.—The Eikenberry Co. has installed an oats grinder.

Dike, Ia.—The Dike Grain Co. has installed a grain dump in its elvtr.

Remsen, Ia.—Sjostrom Bros. contemplate the installation of a feed grinder.

Ida Grove, Ia.—The east elvtr., owned by C. C. Crawford, is being torn down.

Gruver, Ia.—I. G. Willey and R. H. Graves have repainted their elvtrs.—I. G. Willey.

Algona, Ia.—E. R. Rising contemplates the installation of a truck dump in his elvtr.

Galbraith (Luverne p. o.), Ia.—The Kunz Grain Co. is installing a new air dump in its elvtr.

Curlew, Ia.—O. V. Critz has bought O. B. Fisk's elvtr. and coal shed and took possession Sept. 24.

Radcliffe, Ia.—The Quaker Oats Co. suffered a loss when fire broke out on the first floor of its elvtr.

Newburg, Ia.—A meeting was held on Sept. 11 for the purpose of reorganizing the Newburg Elvtr. Co.

Blanden, Ia.—D. H. Miller is managing the Farmers Elvtr. Co. temporarily until a new mgr. is secured.

Superior, Ia.—Tennies Strid, mgr. of the Farmers Elvtr. here, was married on Sept. 1 to Miss Mabel Dobbert.

Sanborn, Ia.—The Huntting Elvtr. was damaged by fire on Sept. 12 with a loss of about \$300, fully covered by insurance.

Sulphur Springs, Ia.—F. C. Bitter's elvtr. has been sold to Davis Bros. & Potter of Fort Dodge. The new owners take charge on Sept. 30.

Blencoe, Ia.—The new office building being erected by the Farmers Elvtr. Co. is now completed and the company has moved into its new quarters.

Peterson, Ia.—R. S. Whitney has bought the grinding mill which was owned and operated by the power company, and has moved it to his elvtr.

Early, Ia.—The old elvtr. of the Farmers Elvtr. Co. has been remodeled to accommodate a feed mill, which has been installed by R. H. Nellis of Ida Grove.

Emmetsburg, Ia.—The Farmers Co-op. Co. is the new name of what was formerly the Emmetsburg Farmers Co-op. Co.—G. L. Benschoter, mgr., Farmers Co-op. Co.

Dinsdale, Ia.—C. R. Boots, mgr. of the Dinsdale Grain & Lumber Co. was absent from his duties for two weeks on account of the death of his father.—C. R. Boots.

Klemme, Ia.—H. F. Jost, mgr. of the North Iowa Grain Co., has resumed his duties after being confined in a hospital for three weeks following an operation for appendicitis.

Rock Valley, Ia.—R. L. Staben was injured at the Huntting Elvtr. Co.'s elvtr. on Aug. 31 when he was caught in the machinery. His arm was broken in two places and his shoulder badly injured.

Aurora, Ia.—Fire started at Gibson & Mattison's elvtr. when the engine running the fanning mill backfired and ignited the gasoline, but it was extinguished before any damage was done.

Carnarvon, Ia.—Stoelk Bros. are out of the grain elvtr. at this station. The grain business was so small that I turned the elvtr. into a popcorn elvtr., dealing in popcorn only.—Ronald Meyer.

Kimballton, Ia.—The Gund-Sien Elvtr. Co. recently offered to sell its elvtr. here to a group of farmers but the proposition was turned down by a vote of 3 to 1. The building will probably be dismantled.

Breda, Ia.—The elvtr. and coal sheds of P. L. Roth were burned on Aug. 28 with a loss of about \$8,000, partially covered by insurance. The elvtr. contained 4,000 bus. of oats, some barley, corn, wheat, tankage and other feeds.

Irving, Ia.—Edward Blaha, aged 32, committed suicide in his elvtr. by shooting himself in the head. Before shooting himself he attempted to burn the elvtr. but neighbors extinguished the flames. Ill health is believed to have caused the act.

Davenport, Ia.—The International Mfg. Co. is building additional storage having a capacity of 425,000 bus. The new storage will be completed by Dec. 1.

Racine (Alden p. o.), Ia.—A friendly action has been brought by H. L. Lord and others against Wm. Dean and others, owners of the Farmers Elvtr., and a receiver is asked to be appointed. The company is insolvent and the charter under which it operated has expired.

Midland (Rock Rapids p. o.), Ia.—The Farmers Elvtr. Co. has sold its house to the Quaker Oats Co., which owns the other elvtr. here. Poor crops in this section made the operation of two elvtrs. quite expensive, so the newly acquired house has been closed for the present. Henry Freyberg will have charge of both plants.

KANSAS

Winfield, Kan.—T. J. & Leslie Branson have repaired their plant.

Hayesville, Kan.—The Farmers Elvtr. Co. is installing a new grinder.

Grenola, Kan.—Carter Bros. Mfg. Co. is remodeling and overhauling its elvtr. here.

Lindsborg, Kan.—The Smoky Valley Roller Mills has filed a voluntary petition in bankruptcy.

Berwick, Kan.—Gus Grote has sold his elvtr. to Jacob Strahm who has taken charge.—P. J. P.

Kinsley, Kan.—R. L. Miller has equipped his elvtr. here and also the one at Hanston with lightning protection.

Denmark, Kan.—A small fire started in the Farmers Elvtr. Co.'s elvtr. due to engine backfiring, but no loss resulted.

Larned, Kan.—We recently enlarged our warehouse space.—Thomas Biggerstaff, mgr., Bowen-Oglesby Milling Co.

Hutchinson, Kan.—Small damage was done by wind storm to the William Kelly Mfg. Co. and the Consolidated Flour Mills Co.

Hope, Kan.—The Farmers Co-op. Elvtr. & Supply Co. has purchased a machine for treating seed wheat with copper carbonate.

Wichita, Kan.—If all plans now under consideration are carried out, the storage space for wheat at this market may be doubled within a year.

Emmett, Kan.—T. M. White, owner of the Emmett Elvtr. which burned on Aug. 12 with a loss of \$13,500, has not announced whether he will rebuild.

Grenola, Kan.—The Grenola Mill & Elvtr. Co. is having a 70x30 ft. iron-clad whse. built by the White Star Co. It is being grounded for lightning protection.

Moscow, Kan.—A fire started in the elvtr. of I. N. Shriver, probably due to housing on a shaft through a bin breaking down, and caused considerable damage.

Elsmore, Kan.—The Cox Grain Co. is having its elvtr. overhauled, minor repairs will be made, and a combination wagon and truck dump installed.—Cox Grain Co.

Wellington, Kan.—H. A. Sawyer, for the past two years connected with the Wellington Mill & Elvtr. Co. here, and previous to that time engaged in the milling business at Hutchinson, died recently.

Wichita, Kan.—The Southern Kansas Millers Club has opened offices in the Wheeler-Kelly-Hagney Bldg. The organization was completed last June to serve the mills of southern Kansas.—J. J. Mann, sec'y.

Ellinwood, Kan.—The Walnut Creek Mfg. Co.'s elvtr. was burned on Sept. 12 with 15,000 bus. wheat. The elvtr. had been leased to the Ellinwood Mfg. Co. Loss on elvtr. \$10,000, partially covered by insurance.—P. J. P.

Hutchinson, Kan.—E. F. Beyer has been elected a member of the Board of Trade on transfer from Geo. R. Gould. The Bedell Elvtr. Co., Wichita, Kan., will open an office here.—C. W. Colby, sec'y, Board of Trade.

Fort Scott, Kan.—Corn handling machinery, including an 800-bu. gyrating cleaner and sheller, a hammer mill, a truck lift and a chain drag, is being installed in the plant of the Brooks Wholesale Co. here by the White Star Co.

Arkansas City, Kan.—The car of Clarence Jones, mgr. of the grain dept. of the Arkansas City Mill & Elvtr. Co., caught fire from defective wiring recently while Mr. Jones was in Hutchinson on a business trip, and the engine was slightly damaged.

Winfield, Kan.—The Farmers Elvtr. Co. is putting a new grinder and a new motor in its elvtr.

Lebo, Kan.—The Grangers Co-op. Ass'n has bought J. M. Black's elvtr. which it has been operating under lease for the past two years. This gives a storage capacity of 40,000 bus. of grain and 10 cars of mixed feed.—A. Carr, mgr., The Grange Co-op. Ass'n.

Clifton, Kan.—I have taken over the old Caywood elvtr. and remodeled it into a modern 30,000-bu. house. New handling machinery has been installed thruout, including a 20-h.p. Fairbanks Motor, a Kewanee Truck Lift, and a manlift. An Eureka Cleaner has been provided. No one else is interested in this house.—C. N. Bunds.

Wichita, Kan.—In the hearing before the Interstate Commerce Commission on the direct haul export rate to the Gulf, L. H. Powell, pres. of the Wichita Terminal Elvtr. Co., testified that his company had planned to increase its storage capacity from 1,750,000 to 3,000,000 bus. and that others have also been considering the building of more storage.

Moran, Kan.—We are converting our elvtr. into a poultry and dairy feed plant, and are overhauling the elvtr., adding new waterproof pit, dump, sink, new leg with 6x11 buckets, and raising cupola 14 ft. We are equipping all machinery with friction and jaw clutches; will add one two-pair-high roller mill with one hammer mill direct connected with dust collector and sacking spouts, one batch feed mixer furnished by Standard Mill Supply Co., one 15-h.p. enclosed Fairbanks-Morse Motor, one combination dump and a new warehouse two stories high, 24x30 ft. Chalmers & Borton have the contract.—Cox Grain Co.

Topeka, Kan.—New members of the Kansas Grain Dealers Ass'n are: Bunds-Plush Grain Co., Burdett; Kelly Elvtr., Muscotah; Willis Norton & Co., Topeka; Wilson Bros., Quenemo; Offerle Grain & S. Co., Offerle; Sampson Grain Co., Kansas City, Mo.; Farmers Co-op. Co., Haviland; Dunbar Grain Co., Wellsford; Coats Grain & Coal Co., Coats; Nashville Grain & Supply Co., Nashville; Zenith Grain, L. S. & M. Co., Zenith; R. M. Norris, Burdett; Farmers Grain & S. Co., Bazine; Farmers Co-op. Grain & S. Co., Ness City; John J. Law, Dundee; Farmers Mill & Elvtr. Co., Albert; Cranston-Liggett Grain & Feed Co., Leavenworth; Weaver Grain Co., Riverdale; State Line Mfg. Co., Kiowa; Trousdale Co-op. Exchange, Trousdale; and A. W. Steen & Son, Anthony.

KENTUCKY

Brodhead, Ky.—The Central Mfg. Co. has sold its entire milling property to F. F. Robbins and J. H. Laswell Co., who took possession on Sept. 7.

Carlisle, Ky.—The Carlisle Mill & Supply Co., incorporated; capital stock, \$25,000; incorporators, J. T. Bowser, W. R. Knight and S. A. Dorsey. The company recently purchased the Carlisle Mfg. Co.'s property and is remodeling the mill.

LOUISIANA

Westwego, La.—The 1,500,000-bu. elvtr. owned by the Texas & Pacific and the Missouri Pacific railroads is being demolished.

New Orleans, La.—Contract has been let for the construction of a new boiler plant at the Public Grain Elvtr. to cost about \$60,000.

MARYLAND

Baltimore, Md.—Louis W. Davis, aged 64 years, senior member of the firm of Davis & Davis, general commission merchants, died Sept. 15. He is survived by his widow and one son.

Baltimore, Md.—Members of the Chamber of Commerce, at a general meeting on Sept. 8, voted to amend the by-laws of the exchange by adding section 6 to article VII, as follows: "The board of directors shall have power, notwithstanding the fact that no specific charge has been made against a member, to require any member to submit his books and papers or any portion thereof to the board or to furnish any information or appear and testify before said board; and if said member shall refuse or fail to comply with such requirement, he may be suspended or expelled, as the board may determine."

MICHIGAN

Ionia, Mich.—The mill of Jonathan Hale & Sons was slightly damaged by fire on Sept. 2, caused by hot box in shafting.

Bad Axe, Mich.—Ray Thomas will retire as mgr. of the Farmers Elvtr. & Produce Co. and will be succeeded by John McKenzie.

Midland, Mich.—Thomas Corner, mgr. of the Farmers Co-op. Elvtr. Co., has resigned to accept a similar position with the Harris Mlg. Co. at Cadillac.

Adrian, Mich.—The Adrian Mlg. Co., which recently took over the property of the Detroit Mlg. Co., has installed an electric driven hammer mill and has begun operation.

Nashville, Mich.—Henry C. Glasner has resigned his position as mgr. of the Nashville Co-op. Elvtr. Ass'n on account of ill health. The board of directors of this company convened with the board of directors of the Hastings Co-op. Elvtr. Ass'n, Hastings, and it was agreed that C. D. Hunt, mgr. of the Hastings elvtr., will manage both plants.

MINNESOTA

Murdock, Minn.—The Farmers Elvtr. Co. has installed a cleaner.

Benson, Minn.—The Benson Market Co. has just built a new office.

Dawson, Minn.—The Dahl Elvtr. Co. has equipped its plant with lightning rods.

Alpha, Minn.—The Rippe Grain & Mlg. Co. is making extensive repairs to its plant.

Tyler, Minn.—The Tyler Co-op. Co. has had its elvtr. equipped with lightning rods.

Blue Earth, Minn.—The Pfeffer Elvtr. Co. has repainted its elvtr. and put on a steel roof.

Wegdahl, Minn.—Wegdahl Elvtr. Co. has installed a disc separator and lightning rods.

Milan, Minn.—The Taplin Grain Co. and the Farmers Elvtr. Co. have both installed lightning rods.

Mankato, Minn.—The plant of C. A. Nachbar Co. was struck by lightning, and the roof was damaged.

Ortonville, Minn.—Geier Bros. have built a new elvtr. to be used for seed grain cleaning purposes.

Peterson, Minn.—Hjalmer Jameson has succeeded Orel Boyum as mgr. of the Farmers Elvtr. Co.

Minneapolis, Minn.—A. R. Templeton of Milwaukee has taken charge of the business of Hales & Hunter here.

Watson, Minn.—The Watson Farmers Elvtr. Co. has covered its elvtr. with iron and installed a disc cleaner.

Sedan, Minn.—The Farmers Co-op. Elvtr. Co. will reorganize on Oct. 1, and will operate as the Farmers Elvtr. Co.

Ihlen, Minn.—I installed a Kewanee Truck Dump and also made some repairs to the bins and pit.—O. T. Johnson.

Hancock, Minn.—Welsh & Denan have installed a hammer mill and will conduct feed grinding with their elvtr.

Wabasha, Minn.—R. E. Jones Co. has amended its articles of incorporation, changing its highest amount of liabilities to \$125,000.

Winona, Minn.—The Froedtert Grain & Malt-ing Co. contemplates the addition of 400,000 bus. storage capacity to its plant here.

Strandquist, Minn.—Construction work has started on the new elvtr. for the Farmers Elvtr. Co., replacing the one destroyed by fire last June.

Plainview, Minn.—C. E. Richmond has purchased M. J. Manchester's elvtr. from the Plainview State Bank. Mr. Richmond formerly owned this elvtr.

St. Paul, Minn.—Ernest F. Stein, formerly associated with his brother, Andrew F. Stein, in the Security Hay & Grain Co., died Sept. 12 at the age of 49.

Waterville, Minn.—The plant of the former Equity Co-op. Exchange, O. C. Zellmer, mgr., has been opened under the name of the Equity Elvtr. Co., John Fahning, prop.

Felton, Minn.—We are repairing the elvtr. which we recently bought from the Felton Elvtr. Co., and next year will put in a new foundation. Edw. Carlson is our grain buyer.—Monarch Elvtr. Co.

Minneapolis, Minn.—The Victoria Elvtr. Co. will increase its capacity by 150,000 bus. with the addition of two concrete grain tanks which it is expected will be completed by Nov. 1. Contract has been let.

Minneapolis, Minn.—The Gould Elvtr., with a capacity of 1,000,000 bus., has been purchased by the Froedtert Grain & Malt-ing Co. of Milwaukee, Wis. Alterations and additions will be made to the malting dept.

Ruskin (Faribault p. o.), Minn.—M. B. McLaughlin of Austin, who recently bought the elvtr. of the Ruskin Farmers Co-op. Elvtr. Co. at receiver's sale, has opened the house for business. Ben Paxton will be the local mgr.

Hastings, Minn.—The concrete storage tanks which we are erecting will be ready for use within another month. This 150,000-bu. addition will bring our total storage capacity at this station up to 400,000 bus.—King Midas Mill Co.

Thief River Falls, Minn.—Tessum & Co., seed dealers, purchased the Sandberg-Roe elvtr. from the C. Roe Grain Co. and took possession Sept. 15. H. J. Oien, with the C. Roe Grain Co., will be retained by the new owners as grain buyer.

Minneapolis, Minn.—Construction of 10 large concrete grain storage tanks for the Sterling Grain Co. has started. The additional tanks will add 700,000 bus. capacity to the plant, bringing the total capacity to 1,250,000 bus. Fegles Constr. Co. is doing the work.

Mankato, Minn.—The Commander-Larabee Corp. has filed a lease in which milling properties at Eagle Lake, Madelia, Kenyon, Janesville, Morristown, Montgomery, Waterville, and other Minnesota points are leased to the Commander Mills Co. The Commander-Larabee Corp. is the parent company of the Larabee Mlg. Co. and the Commander Mills Co., and the properties are being leased back to subsidiary companies.

MISSOURI

Carrollton, Mo.—We will rebuild our elvtr. which was destroyed by fire recently.—Farmers Grain & Supply Co.

St. Louis, Mo.—Herman Von Rump, formerly of the Von Rump Grain Co., now out of business, has become connected with the Dixie Mills.

Washington, Mo.—An attempt was made to open the safe of the Farmers Co-op. Elvtr. Co. on Aug. 26. The burglar was unsuccessful but the safe was ruined.

Alma, Mo.—I have purchased the H. H. Horstman Elvtr. and will take possession Oct. 1.—W. D. Bastian (formerly mgr. of the Alma Farmers Elvtr. Co.).

Warrensburg, Mo.—Jesse J. Culp, owner of the Culp Mlg. & Elvtr. Co., will move his business to the Magnolia flouring mill plant which he recently purchased.

Lamar, Mo.—McDaniel-Lamar Grain & Elvtr. Co. incorporated; capital stock, \$50,000; incorporators, H. B. McDaniel, M. A. Rathbone and W. J. McDaniel.—P. J. P.

Old Monroe, Mo.—Old Monroe Warehouse & Elvtr. Co. incorporated; capital stock, \$6,000; incorporators, H. H. Gillis, W. H. Dyer, H. Hemmersmeyer and Henry Wehde, Sr.

Hume, Mo.—The large hay barn, a granary and an implement shed, belonging to the Farmers Elvtr. Co., were destroyed by fire on Aug. 29. Loss is estimated at \$14,000, partially covered by insurance. The elvtr. was damaged by the heat.

Rich Hill, Mo.—The Peoples Elvtr. Co. has purchased the old depot site of the Frisco Railway Co. The depot building will be repaired and used for the office of the company and an additional building will be erected for a warehouse. The company has also obtained track-age facilities from the Missouri Pacific.—P. J. P.

Lamar, Mo.—The property of the Lamar Mlg. Co. was bid in at a foreclosure sale on Sept. 8 in the name of the American Drilling Co., of which E. P. Chandler is the head. Notice was served by Mr. Chandler upon the sheriff conducting the sale not to pay over the bid money to A. G. Young, N. E. Patton and T. H. Linely, holders of the notes upon which the foreclosure was made.

KANSAS CITY LETTER.

Kansas City, Mo.—J. A. Theis, who has been ill for about five months, has returned to his work as grain buyer for Davis-Noland-Merrill Grain Co. on the Board of Trade.

Kansas City, Mo.—Carlisle Commission Co. incorporated; capital stock, \$30,000; incorporators, M. E. Carlisle, W. G. Zimmerman, Chas. D. Carlisle and Geo. M. Chesterfield.—P. J. P.

Kansas City, Mo.—E. H. Tipton has resigned his position as asst'to W. R. Scott in the Transportation Dept. of the Board of Trade, to become transportation commissioner of the Larabee Flour Mills Co., succeeding Murray Van Metre. J. W. Holloway, traffic mgr. of the St. Joseph Grain Exchange, succeeds Mr. Tipton.

Kansas City, Mo.—Half a dozen Board of Trade members have subscribed \$3,000 to furnish seed wheat to farmers around Hill City, Kan. This will purchase sufficient seed to sow about 3,000 acres, and a fifth of the crop will be returned by the farmers. This seed wheat fund is independent of any plans by Kansas state officials to furnish seed for 8 northern Kansas counties that have had three successive crop failures. It has been determined that about 25,000 bus. of seed, which would cost about \$30,000, would be needed to seed the acreage in those counties.

MONTANA

Savoy, Mont.—The St. Anthony & Dakota Elvtr. burned Aug. 31.

Richland (Glentana p. o.), Mont.—Max Dunn, formerly of the Occident Elvtr. at Scooby, will have charge of the Farmers Elvtr. Co. here.

Lame Deer, Mont.—After being closed during the summer months, the government mill has started operations, with M. T. Mitchell in charge. This mill is owned by the Northern Cheyenne Indians on the Tongue River reservation, and is operated for them by the government.

NEBRASKA

Hardy, Neb.—Geo. Powell will build an elvtr. and granaries in connection with his cattle barns.

Morse Bluff, Neb.—The Farmers Grain Co. has had its elvtr. equipped with lightning protection.

Sumner, Neb.—Frank Hansen has succeeded Paul Mosen as mgr. of the Sumner Farmers Exchange.

Shubert, Neb.—Stedman & Co. are building a warehouse addition to their elvtr. for handling implements.

Weeping Water, Neb.—The Farmers Union Co-op. Ass'n is installing a new feed grinder at its elvtr.

Lebanon, Neb.—Frank McCashland has resigned his position as mgr. of the Farmers Equity Union Elvtr.

Gering, Neb.—The Lexington Mill & Elvtr. Co. has opened its new plant and is operating with Chas. Griffith as mgr.

Holdrege, Neb.—The Farmers Equity Elvtr. Co. has installed a smut treating machine for the treatment of seed wheat.

Madrid, Neb.—I succeeded John Purnell as mgr. of the Conley-Ross Grain Co.—W. J. Lawrence, mgr., Conley-Ross Grain Co.

McCook, Neb.—C. A. Rogers, mgr. of the Clay-Leahy Grain Co., has been taken into the company as a partner and stockholder.

Millerton, Neb.—I leased the elvtr. of the Millerton Farmers Grain Co. which was closed last year and am operating as the Krajicek Grain Co.—L. E. Krajicek.

Holdrege, Neb.—Harry H. Mann will continue as mgr. of the elvtr. which was recently purchased by the Crittenden Grain Co. of Lincoln, from the Nye & Jenks Co.

Odell, Neb.—W. C. Cherrington of Daykin is the new mgr. of the elvtr. which was recently purchased by the Crittenden Grain Co. of Lincoln from the Nye-Jenks Grain Co.

Omaha, Neb.—O. T. Brewick, formerly with Cope & Co. until that firm's discontinuance on the death of Mr. Cope, is now connected with the Trans-Mississippi Grain Co. as floor trader.

Lynch, Neb.—Our elvtr. was slightly damaged by a windstorm and the elvtr. doors were blown out. We have installed lightning rods on the house.—Jos. Micanek, Jr., Farmers Union Co-op. Ass'n.

Gibbon, Neb.—A petition addressed to the Union Pacific Railroad officials asking the removal of the T. B. Hord Grain Co.'s elvtr. which is on the right-of-way, is being circulated here.

Washington, Neb.—Jim Middleton is now agt. for the Nye & Jenks Grain Co. here.

Omaha, Neb.—We sold our plant to the Updike Grain Corp.—Missouri Valley Elvtr. Co. (This company operated a terminal elvtr. at Missouri Valley, Ia., which was bought in 1922 from the Updike Grain Co.)

NEW ENGLAND

West Newton, Mass.—Clinton L. Eddy, affiliated with the C. F. & G. W. Eddy Co., grain and feed commission merchants for many years, died suddenly Sept. 8 at Kineo, Me.

New Bedford, Mass.—Prosper Foisy, for many years a prominent hay and grain merchant here, died on Sept. 8 at the age of 76 years. He is survived by his widow, six daughters and three sons.

Boston, Mass.—A com'ite has been appointed by Albert K. Tapper, pres. of the Grain & Flour Exchange, "to look after and protect the interests of the Exchange, and to see what arrangements can be made to provide suitable quarters for the members and for the continuance of the work of the Exchange." The com'ite is composed of Herbert L. Hammond, Warren G. Torrey, Andrew L. O'Toole, Richard E. Pope and Albert K. Tapper. Members of the exchange recently voted against buying the building.

NEW MEXICO

Gila, N. M.—The flour mill here which has been idle for some time, is again in operation and being conducted as a community project. P. M. Shelley, Steve Villareal and N. C. Tenney have been appointed by the farmers to take charge of the business.

NEW YORK

Addison, N. Y.—The Addison Mfg. Co. is making extensive repairs on its power unit.

Buffalo, N. Y.—James Bowne will handle the Buffalo business of the Keusch Grain Co. of New York.

Tioga Center, N. Y.—U. M. Bennett & Son's plant was entirely destroyed by fire on Sept. 8, with a loss of \$3,800.

Buffalo, N. Y.—Five elvtrs. have been licensed as delivery houses on the contracts of the New York Produce Exchange. They are the Concrete Central Elvtr., the Electric Elvtr., Connecting Terminal Elvtr., Superior Elvtr., and the American Elvtr.

New York, N. Y.—New members to the Produce Exchange are: Arthur W. Cutten, Frederick L. Peisach, Prentice Strong, Alfred Fisher, Joseph A. Wade, Louis Costa, Peter Boyne, J. Frank Graham, James W. Lee, Walter N. Wiemann, Alphonse S. Rosenberg, Henry W. Sellers and E. W. L. Stonington.

Buffalo, N. Y.—The Mapl-Flake Mills and Lake Shore Transfer Elvtr. were purchased on Sept. 14 by the Pratt Food Co. of Philadelphia from the Armour Grain Co., Chicago, which has owned and operated the plant for many years. Wm. E. Ashe and H. R. Logan, resident mgrs. of the plant for the Armour Grain Co., will continue as operating officials. The new owners will erect an addition and install new machinery next spring.

NORTH DAKOTA

St. Thomas, N. D.—James Whalen is repairing his elvtr.

Van Hook, N. D.—The Aetna Grain Co. is adding two stories to its elvtr.

Hannaford, N. D.—J. N. Olsen & Sons are having repairs made to their elvtr.

Arnegard, N. D.—Guy Almy of Minot was appointed mgr. of the Farmers Elvtr. Co.

Arthur, N. D.—The St. Anthony & Dakota Elvtr. Co. will install a feed mill in its elvtr. here.

Mohall, N. D.—O. B. Sorenson is mgr. of the Farmers Elvtr. which the Wheat Growers Warehouse Co. recently purchased.

Nekoma, N. D.—Frank McAlpin will be the mgr. of the new elvtr. being erected by the Nekoma Farmers Co-op. Elvtr. Co.

Minnewaukan, N. D.—The Minnewaukan Grain & Fuel Co. will remodel its elvtr. next year, also replace gas engine with motors.—Wm. Pfau, agt., Andrews Grain Co.

Fairdale, N. D.—John Aitken has resigned his position as mgr. of the Farmers Grain Co. on account of ill health and has been succeeded by Homer Knauss of Tenny, Minn.

Adams, N. D.—The Minnekota Elvtr. Co. has painted its elvtr. and put on new roofing. The Adams Grain Co. has painted its elvtr.—Carl A. Hilde, mgr., Adams Farmers Elvtr. Co.

Emerado, N. D.—We built a new engine room and office recently. The Farmers Co-op. Co. has installed an automatic dump and new pan.—The St. Anthony & Dakota Elvtr. Co.

Bounty (Crosby p. o.), N. D.—Myles Henderson has sold his elvtr. to W. E. Chapman, mgr. of the Ambrose Farmers Elvtr. Co. of Ambrose. Alfred Ness of Ambrose will be mgr. of this elvtr.

Mason (Erie p. o.), N. D.—The plant of the John Miller Grain Co., consisting of an elvtr. and annex, a warehouse, office, feed mill and barn, was totally destroyed by fire. Loss, \$30,000.

Grand Forks, N. D.—New members of the Farmers Grain Dealers Ass'n are: Farmers Co-op. Elvtr. Co., Osnabrock; Stover Farmers Elvtr. Co., Edmore; and Powell Elvtr. Co., Grand Forks.

McClusky, N. D.—The Farmers Elvtr. Co. will henceforth be operated under the co-operative plan, it was decided at the company's annual meeting. Hubert Oliver was elected mgr. to succeed Mr. Anderson who resigned.

Johnstown, N. D.—Dan H. Burke, whose elvtr. burned on June 29, has purchased the Equity Elvtr. and is operating as the Johnstown Grain Co. The house was repaired and a cleaner installed.—C. W. Anderson, agt., Monarch Elvtr. Co.

Minot, N. D.—Contract for the rebuilding of the elvtr. of the Minot Farmers Co-op. Co., which burned recently, has been let to the T. E. Ibberson Co. The new house will have a capacity of 35,000 bus. and is expected to be completed by Oct. 1.

Portland, N. D.—Kail Brunsdole has bought Geo. Enge's old elvtr. and repaired it. The Farmers Elvtr. Co. has installed motors for power. Albert Sparrow is the mgr. of the St. Anthony & Dakota Elvtr. Co.—F. C. Brown, mgr., Cargill Elvtr. Co.

Alexander, N. D.—Walter Steadman caught his leg in a belt in the elvtr. here and he was dragged into the gears. Gangrene set in and it was necessary to amputate his leg between the hip and knee. His condition is very serious and he is not expected to live. Mr. Steadman has been mgr. of the King Grain Co. for the past two years.

OHIO

Athens, O.—White's Mill & Elvtr. has installed a Western Sheller.

Norwalk, O.—The F. A. Jenkins Co. is installing a new Sidney chain drag feeder.

Camden, O.—Eikenberry Bros. Co. is installing a Western Combined Sheller and Cleaner.

Cincinnati, O.—Early & Daniel Co.'s warehouse was burned on Sept. 11. Loss about \$40,000.

Elmwood Farm (Circleville p. o.), O.—John G. Boggs has installed a large Western Corn Cleaner.

Rushsylvania, O.—W. F. Sackett, who formerly operated an elvtr. here, died at Columbus recently.

Grand Rapids, O.—The Providence Mfg. Co. has installed a Sidney Power Feeder for its hammer mill.

Homeworth, O.—The Homeworth Grain & Supply Co. is installing a Dreadnaught Crusher and Corn Cracker.

Fostoria, O.—We are doubling our drying capacity.—A. T. Ward, pres., Fostoria Storage & Transfer Elvtr. Co.

Lockbourne, O.—Myers Grain Co. is installing a McMillin Wagon and Truck Dump equipped with a silent chain drive.

Beach City, O.—The Schlafly Elvtr. Co. was sold to Guy Duncan who will operate the business under the name of the Duncan Elvtr. Co.

Bellefontaine, O.—The large flour mill for many years owned and operated by Colton Bros. has been purchased by Dwight L. Downing.

Gutman (St. John p. o.), O.—The Gutman Grain Co. is installing a 20-in. ball-bearing Dreadnaught Grinder and making other improvements.

Horton (West Mansfield p. o.), O.—A. R. Kerr & Co. has installed a McMillin Wagon and Truck Dump and a Western Grain Blower and Distributor.

Cincinnati, O.—Chas. S. Fisher, aged 74 years, member of the pioneer grain and hay firm of J. W. Fisher & Co., died Sept. 16 at his home in Walnut Hills.

Cincinnati, O.—Wm. R. McQuillan, for many years connected with the local grain trade, retiring over a year ago, has become connected with Westheimer & Co.

Toledo, O.—The Weber Mfg. Co. incorporated by Harold Weber, M. S. Weber, Vernad Schlisser, G. R. Forrester and Mary Forrester, to take over and operate the plant of the Lake Erie Mfg. Co.

Kenton, O.—The Brick Mill & Elvtr. Co.'s elvtr., of which L. J. Rish and H. P. Evans are proprietors, burned on Sept. 4 with a loss of about \$30,000. Several thousand bushels of wheat was also destroyed.

Toledo, O.—The engine in the plant of the Northwestern Elvtr. & Mill Co. was so badly damaged by an accident that it cannot be repaired. The company will install motors to furnish electric power for the plant.

Toledo, O.—J. F. Zahm & Co. and C. A. King & Co. were the successful bidders for the Central Grain Co.'s elvtr. which they bought thru Edgar Thierwechter of Oak Harbor, O. Extensive repairs will be made to the plant and it will be operated jointly by the two firms.

Cincinnati, O.—The Board of Directors of the Grain & Hay Exchange has amended the rules governing the daily sessions of the Exchange so as to conform with the all year round daylight saving plan adopted by a majority vote in Ohio in the August election. The new rule becomes effective Sept. 27 and thereafter daily sessions will be held from 12:30 p. m. to 2:30 p. m., except Saturdays, when the members will trade from 12 o'clock noon to 1 p. m.

OKLAHOMA

Hooker, Okla.—Hopkins & Mason are building an elvtr.

Bernice, Okla.—Mail addressed to J. L. Johnson has been returned.

Sulphur, Okla.—The Farmers Grain Exchange has installed a Bowsher Feed Mill.

Boise City, Okla.—The Security Elvtr. Co. is building a new elvtr. here.

Hugo, Okla.—V. L. Newlund is now mgr. of this company.—Hugo Mfg. Co.

Nowata, Okla.—Frank Spencer is improving his elvtr. by installing corn handling machinery. The White Star Co. is doing the work.

Inola, Okla.—J. W. Stewart and W. K. Spainhower have purchased the old elvtr. here which has been idle, and will operate it under the name of Stewart & Spainhower.—P. J. P.

Frederick, Okla.—Ed Williams, an employee of the Farmers Co-op. Grain & Cotton Co., was painfully injured when he fell while making repairs at the Farmers Elvtr. Mr. Williams had climbed up to a belt pulley to apply some belt dressing, when he slipped on some grains of wheat and fell into the belt pulley which was in motion. His right arm struck the belt in such a way as to throw it off the pulley, otherwise he would have been thrown forward and his body mangled.

OREGON

Dallas, Ore.—Chas. L. Martin of Aumsville is the new mgr. of the Oregon Grain Co., succeeding Richard Power.

Stayton, Ore.—The Stayton Flour Mills, Inc., incorporated; capital stock, \$25,000; incorporators, A. D. Gardner, Sr., A. D. Gardner, Jr., and Leona Gardner.

Portland, Ore.—Fred L. Jeklin, formerly gen. mgr. of the American Wheat Growers, Inc., with headquarters in Minneapolis, has joined the Ryer Grain Co. here, succeeding D. J. Conway who has been transferred to Seattle.

PENNSYLVANIA

Allentown, Pa.—The storage house of the Mauser Mfg. Co. burned on Aug. 30 with a quantity of flour, oats, wheat and rye. Loss, \$100,000.

Topton, Pa.—John C. Cook has added a mechanical appliance approved by the U. S. Dept. of Agri. for the cleaning and treating of seed wheat against smut, to his plant.

Philadelphia, Pa.—Oliver H. Hagerman, mgr. of the Philadelphia Grain Elvtr. Co. and mgr. of the Reading Railway Co.'s marine dept., died suddenly on Sept. 8 at the age of 66.

Philadelphia, Pa.—The Philadelphia Export Co. has been expelled from membership in the Grain Dealers National Ass'n for refusal to arbitrate a trade dispute with a firm of Toronto, Ont.

Mechanicsburg, Pa.—The grain, flour, feed and coal business of F. L. Coover, who died Aug. 23, will be continued by and carried on in the name of F. L. Coover Estate.—F. L. Coover Estate.

SOUTH DAKOTA

Arlington, S. D.—C. A. Carlson & Son's elvtr. is being wrecked.

Toronto, S. D.—C. L. Emerson has taken the management of the Farmers Co-op. Co.

Webster, S. D.—The Webster Mill, a landmark of this section, has been wrecked.

Unityville, S. D.—The Sun Prairie Elvtr. Co. has equipped its elvtr. with lightning protection.

Howard, S. D.—The Madison Grain Co. bought the Farmers Elvtr. Co.'s elvtr. at a bankruptcy sale.

Arlington, S. D.—New motors and a hammer mill have been installed in Sheldon F. Reese's plant.

Martin, S. D.—Mertz Bros., formerly operating a mill at Mission, contemplate the erection of a mill here.

Lennox, S. D.—J. C. Weimer and Chas. Bradshaw, of Worthing, have leased the elvtr. property of P. T. Wumkes.

Mapleleaf, S. D.—We will install a cleaner in our new elvtr. when crop conditions are more favorable than at present.—Mapleleaf Grain Co.

Yale, S. D.—O. G. Oleson is the new mgr. of Sheldon Reese's elvtr., succeeding C. W. Lemke who is no longer connected with the grain business. Mr. Oleson formerly managed J. T. Scroggs' elvtr.

SOUTHEAST

Pensacola, Fla.—The Frisco Railroad plans to erect a grain elvtr. here.

Newport News, Va.—The C. & O. Elvtr. has started operating again after a long period of idleness.

Martinsburg, W. Va.—Lightning damaged the elvtr. of the John W. Bishop Co. on Sept. 6. A hole was knocked in the side of the cupola and considerable slate was taken off.

Mobile, Ala.—The construction of a large grain elvtr. by the Alabama State Docks Commission is being considered as a result of traffic agreements between the Gulf, Mobile & Northern railroad and the Burlington system. A site had already been reserved for such an elvtr. but construction had not been deemed feasible prior to the Burlington's decision to enter into this port.

TENNESSEE

Memphis, Tenn.—W. E. Richmond & Co. and the Thomas Feed Co. are new members in the Merchants Exchange.

TEXAS

Groesbeck, Tex.—Jones & Adkins have installed a new grist mill in their plant.

Miami, Tex.—The Barnett Grain Co. suffered a small loss by windstorm on Aug. 16.

Hereford, Tex.—J. B. Jones, aged 62, senior member of the Jones-McLean Co., died recently.

Livingston, Tex.—The new building of the Livingston Wholesale Grain & Grocery Co. has been completed.

Hale Center, Tex.—Jas. T. Smithee has succeeded Vincent Cunningham as mgr. of the Chapman Mlg. Co.

Ft. Worth, Tex.—Harry Johnson, who has been in the hospital for about 7 weeks, has returned to his office.

Goose Creek, Tex.—The Goose Creek Grain Co., Inc., has engaged in the wholesale business here, with Homer Horton as mgr.

Plainview, Tex.—Jeffus-DeLoach Grain Co. has installed a machine for the treatment of seed wheat and grain sorghums to prevent smut losses.

Houston, Tex.—A bond issue of \$1,000,000 for use largely in increasing port facilities is to be submitted in November. Of this amount it is proposed that \$500,000 be invested in a grain elvtr.

San Juan, Tex.—The recently organized Valley Grain & Elvtr. Co., which took over the Community Grain Co., has started operations. Officers are: Kinch Hillyer, pres.; J. M. Lafevers, v. p.; F. L. Tiller, 2nd v. p., and Raymond H. Hillyer, mgr.

Fort Worth, Tex.—The new addition being built by the Southwestern Engineering Co. for the Fort Worth Elevators Co. will comprise 68 reinforced concrete tanks, 18 ft. in diameter, 100 ft. high, and will be built immediately east of its "Katy" elvtr. The work of excavation is practically completed and the pouring of concrete has begun.

UTAH

Salt Lake City, Utah.—The Globe Grain & Mlg. Co. will open the plant formerly owned by the Salt Lake & Jordan Mlg. Co. The mill was first sold to the Holley Mlg. Co. and later to the Hylton Flour Mills. The Globe Grain & Mlg. Co. then purchased it and has overhauled the mill and added new machinery.

WASHINGTON

Deer Park, Wash.—The Deer Park Grain Co. has installed a 25-bbl. flour mill.

Silvana, Wash.—The United Mlg. Co. will erect a new feed mill, elvtr. and warehouse here.

Seattle, Wash.—D. J. Conway, formerly mgr. of the Portland, Ore., office of the Ryer Grain Co., is now in charge of the company's office here.

WISCONSIN

Louisburg, Wis.—The feed mill of Mrs. Val Althouse burned with a loss of \$7,000.

Winneconne, Wis.—The grist mill owned by John and Frank Schneider, Wm. Krings and Frank Droske was burned on Sept. 4. Loss, \$30,000.

Arcadia, Wis.—W. P. Weisenberger has taken over the elvtr. formerly operated by his father, F. J. Weisenberger, and his uncle, P. J. Weisenberger.

Green Bay, Wis.—Work has started on the elvtr. being built by the Chicago & Northwestern Ry. Co. on the site of the old elvtr. of the Cargill Grain Co.

Appleton, Wis.—The land occupied by the buildings of the former Wisconsin Malt & Grain Co., the old grain elvtr. and the six large grain tanks, has been leased from the wrecking company by the Cargill Grain Co. for a year and contracts have been signed to sell the land and buildings to the Cargill Grain Co. at the end of the year. A new roof will be placed on the elvtr. and the buildings remodeled. An addition is contemplated for next year.

MILWAUKEE LETTER.

The plant of the Chas. A. Krause Mlg. Co., which burned on Aug. 2, is being rebuilt.

Duane L. Norby and John G. Dill have been elected to membership in the Chamber of Commerce.

The Cargill Grain Co. has leased the 500,000-bu. elvtr. of the Atlas Flour Mills from Bernhard Stern & Son.

The Kurth Malting Co. has let contract for the erection of 10 concrete storage tanks to provide additional storage of 360,000 bus.

The workhouse of Elvtr "E" of the Armour Grain Co., which was destroyed by fire, is now rebuilt and machinery is being installed. Work has started on the new grain tanks which will give the elvtr. a storage capacity of 1,400,000 bus.

John H. Manning, chairman of the Supervisors of Grain Inspection and Weighing Com'te of the Chamber of Commerce, has gone to Minneapolis to cage in the grain business on his own account. His position will be filled by E. H. Hiemke, acting chairman of the com'te.

A meeting of the Chamber of Commerce was held on Sept. 15 for the purpose of voting on the proposal of the harbor commission for the city to erect a 3,000,000-bu. grain elvtr. on Jones Island, but the com'te was unable to agree on any recommendations to the board of

directors. Another meeting will be held in an attempt to settle the issue, but it is the opinion of the com'te that the question will be deadlocked, receivers favoring the elvtrs. and operators opposed.

WYOMING

Veteran, Wyo.—I was engaged in the milling and grain business for 45 years before entering this individual enterprise.—W. E. Gray, general merchandise.

The Saskatchewan coarse grain pool charged members 1.3 cents per bushel for marketing services, and in the final settlement members do not know that they received any more for their grain than if sold outside the pool. That should defray the overhead expenses as well as the cost of pool promotion.

Clark's Wagon Load Grain Tables

(ON CARDS)

show the reduction of any weight of grain from 100 to 4090 pounds by ten pound breaks, to bushels of 32, 48, 56, 60 70 and 72 pounds.

Six tables printed in two colors, on both sides of three cards, size 5½ x 10½ inches. Price: 65 cents, postage 4 cents.

GRAIN DEALERS JOURNAL
930 So. La Salle St. CHICAGO, ILL.

Railroad Claim Books

require little of your time for filing, and contain spaces for all the necessary information in the order which assure prompt attention on the part of the claim agent. They increase and hasten your returns by helping you to prove your claims and by helping the claim agent to justify payment.

Form A is for Loss of Weight in Transit Claims.

" B—Loss in Market Value Due to Delay in Transit.

" C—Loss in Quality Due to Delay in Transit.

" D—Loss in Market Value Due to Delay in Furnishing Cars.

" E—Overcharge in Freight or Weight.

These claim blanks are printed on bond paper, bound in book form, each book containing 100 originals and 100 duplicates, a two-page index, instructions and summary showing just which claims have not been paid, and four sheets of carbon.

The five forms are well bound in three books, as follows:

411-A contains 100 sets all Form A. Price, \$2.00.

411-E contains 100 sets all Form E. Price, \$2.00.

411-5 contains 60 sets Form A, 10 Form B, 10 Form C, 10 Form D and 10 Form E. Price, \$2.00.

Grain Dealers Journal

309 South La Salle St. Chicago, Ill.

Seeds

Memphis, Tenn.—The Russell-Heckle Co. has just been taken over by the Jos. L. Ullathorne Co.

Evansville, Ind.—Emory E. McAtee has become associated with the Ohio Valley Seed Co.—W. B. C.

Dallas, Tex.—The Magnolia Seed Co. increased its capital stock from \$10,000 to \$20,000.—P. J. P.

Salt Lake City, Utah—Edwin E. Rich, head of the Salt Lake Seed House, died here recently, age 85 years.

Concordia, Kan.—Ewell Williams, ass't mgr. Bowman Seed Co., has severed his connections and returned to Kansas City.

Vancouver, B. C.—The Rennie Seed Co. has expanded its storage facilities. An entire warehouse was adapted to its requirements.

Milwaukee, Wis.—Teweles Seed Co. proposes erecting a seven or eight story 75x100 ft. seed warehouse adjoining its present plant in the spring.

Occidental Seed Co., Salt Lake City, filed trademark Ser. No. 226,367, the combination of state names, "IDATAH," particularly descriptive of field seeds and seed grains.

Mesa, Ariz.—The Johnson Pearce Produce Co. and the Mesa Seed & Feed Co. have pooled their interests and will hereinafter operate as the Johnson-Pearce Commercial Co.

Chicago, Ill.—The first day of the three day session of the mail-order division of the American Seed Trade Ass'n to be held here Sept. 30-Oct. 2, will be devoted to business-costs discussions.

Lebanon, Ind.—The Hooton-Davis Seed Co. has taken over a large adjoining garage and adapted it for seed and grain storage. Its present seed cleaning plant will probably be directly connected.

St. Louis, Mo.—The Embro Seed Co. was incorporated for \$30,000 to manufacture, buy, sell and deal in seeds, grains and plants by Edw. F. and Albert H. Mangelsdorf, and Carl F. Roth.—P. J. P.

Memphis, Tenn.—The Tucker-Mosby Seed Co., which O. F. Tucker sought to dissolve for reasons appearing on page 309 of the last number, is now succeeded by the Oliver Tucker Seed Co., Inc., and the John Mosby Seed Co.

Powell, Wyo.—A 50x60 ft. iron-clad seed warehouse representing an investment of \$5,000 is now under way for N. B. Keeny & Sons, Inc., of Leroy, N. Y. In addition to the storage, cleaning and picking equipment is to be installed.

Fargo, N. D.—We are making some alterations in our elevator this year which will materially increase our capacity in the handling of seeds. Some new seed cleaning equipment

is also being installed.—W. H. Magill, Magill & Co., operating the Fargo Seed House.

Basin, Wyo.—The western headquarters of the Sioux City Seed Co. are to be established here, being transferred from Montana. Complete machinery will be installed for clean-Corbett will be general supervisor under whom Mr. Hoover will be manager.

Springfield, Ill.—The seed laboratory analyzing field seeds, peas and beans. R. D. analyzed 209 samples during the month of August, viz.: timothy, 141; red clover, 23; alfalfa, 14; sweet clover, 13; alsike, 8; mixture, 6; red top, 3; and rape, 1. Twelve were found unsalable.—S. J. Stanard, Director Ill. Dept. Agr., Sept. 11.

Williamson, N. Y.—We will build a plant in Southern Pennsylvania this fall where our specialty corn is being grown, which we grade and merchandise. We have concentrated our efforts on high grade seed corn since April of this year, at which time we discontinued our feed business in favor of the Williamson Feed Co. Our headquarters will be maintained here.—H. A. Taylor, sec'y-treas., Kato Sales Co., Inc.

Boise, Ida.—Ralph S. Bristol, former Ass't State Agronomist of Idaho, is now connected with this branch of Northrup, King & Co., presumably succeeding Alfred E. Bather, resigned, who was associated with this outstanding Twin-City concern for over twenty-five years. Mr. Bather has disposed of his interests in this company and is now located at Salt Lake City, Utah, as vice-president and a director of the Western Seed Marketing Co. there.

Cincinnati, O.—The Greater Cincinnati Seedsmen's Ass'n was founded at a banquet tendered by the Market Gardeners' and the Peters Seed Co. Sept. 10. Following the organization meeting the membership adjourned to a bowling alley. A second meeting was held Sept. 16. The purpose of the group is the promotion of good fellowship. All seedsmen in this vicinity are cordially invited. Officers are Charles Manthey, Sr., pres.; Al. Peters, treas.; and Chas. Cook, sec'y.

Working to Improve Ohio Seed Wheat.

Wallace E. Hanger, extension specialist in farm crops of the Ohio State University at Columbus, says: The Agricultural Extension Service in this state is co-operating very closely with the Ohio Seed Improvement Ass'n and the Ohio Millers' Ass'n in an attempt to standardize the varieties of wheat thruout the state. We are working to eliminate poor milling varieties; also any varieties that are susceptible to diseases.

Since 1918 an organized effort has been made thru the Extension Service of the University, and as a result of this effort practically one-half of the entire acreage of wheat in Ohio is devoted to the growing of Trumbull and Fulhio wheats. These are pure line selections of Fultz wheat. They have both been very satisfactory from the standpoint of yield and milling quality. They are practically entirely resistant to loose smut, and recent experimental work seems to indicate that they are somewhat resistant to stinking smut.

The stinking smut problem is not especially serious in Ohio, but we usually have some. The percentage usually ranges from a fraction of one per cent up to two or three. I have obtained these figures from the U. S. Department of Agriculture, Office of Grain Standardization who give these, based on the number of carloads received at several markets where a record of each car received has been kept.

We are at present lending encouragement in a small way to a seed wheat treatment campaign, advising the use of copper carbonate. We do not feel that the situation is critical enough to launch an intensive campaign for seed wheat treatment, but as we have more fig-

ures available we may possibly devote a little more time to this effort.

Wholesale Grass Seed Dealers Plan Mid-Winter Meet.

The mid-winter meeting of the Wholesale Grass Seed Dealers Ass'n is scheduled to be held in Chicago, Ill., on Dec. 6 and 7, according to recent advices broadcasted by Sec'y C. L. Jones of Baltimore, Md. The directors will meet the previous Saturday.

Washington, D. C., Sept. 11.—Alsike clover seed yields in practically all of the important producing districts were larger than those of last year. The acreage in a majority of districts was also larger. The production is estimated by the United States Department of Agriculture to be about 25% larger than that of last year, which was much below normal. As in the case of red clover, the alsike clover crops have been small since 1922. The increase in production in this country will be offset largely by the marked decrease in Canada.

Washington, D. C., Sept. 11.—Red clover seed production is estimated by the U. S. Department of Agriculture to be about the same as the small crop of last year. During the past few years there has been a marked tendency to substitute other crops, particularly sweet clover and alfalfa, for red clover. The hot, dry summer of 1925 was extremely hard on sowings that were made in the spring of that year and from which sowings the bulk of the 1926 seed crop was expected to be obtained. Winterkilling was further responsible for thinning out stands. Then it was too dry early this spring and too wet in a number of sections after the first (hay) crop was removed. Some or all of these detrimental conditions, however, in varying degrees, have been present during each of the past four years.

Kansas Seed Wheat Ass'n Organized to Aid Distressed Farmers.

The farmers in the counties of Norton, Graham, Rooks, Logan, Wallace, Phillips and Sheridan, in northwest Kansas, have somehow barely survived successive wheat crop failures the past two and three years. However, their plight sank to such a deplorable state that Gov. Paulen summoned the counsel of veterans of the Kansas City Board of Trade at an emergency meeting at Topeka on Sept. 15.

Pres. L. A. Fuller, Second Vice-Pres. F. C. Blodgett and ex-Pres. B. C. Moore were the executive savants that recommended and supported the action taken in formulating the Kansas Seed Wheat Ass'n to provide seed wheat to the farmers of this distressed section. It is agreed that at least \$100,000 will be the minimum prerequisite.

Fred C. Hoose, Roscoe A. Kelley, Ben L. Hargis, Harold F. Spencer and S. Boon Gregg commenced agitation in the pit at Kansas City Sept. 10 that resulted in an initial generous pledge; also the directors of the Board of Trade, at a special meeting Sept. 17, authorized the purchase by the exchange as an organization of \$5,000 worth of stock in the Kansas Seed Wheat Ass'n, which will furnish seed wheat for eight drouth stricken counties in the northwestern part of Kansas. Several individual members of the exchange have invested liberally on their own behalf, and it is believed that with the Board of Trade stock nearly \$10,000 has been invested in the enterprise by the Kansas City Board of Trade.

The funds raised are to be invested on the identical basis as followed in reinstating the status of the Southwestern Kansas farmer in 1923 when one-fifth of the crop yield from the seeded acreage realized a 69% profit on the \$30,000 invested. (Of the \$80,000 raised in 1917, however, less than 25 cents on the dollar was repaid.)

Officers of the seed wheat organization are: President, J. C. Mohler, sec'y Board of Agriculture; Sec'y, E. J. Smiley, sec'y Kansas Grain Dealers Ass'n; Treasurer, Roy Bone, State Bank Commissioner; Directors—H. M. Bainer, director Southwestern Wheat Improvement Ass'n; C. V. Topping, sec'y Southwest Millers' League, and Fred Bowman, sec'y Kansas State Bankers Ass'n.

W. B. Dalton of "Bull & Badger" (Salina) fame, chief of the Kansas State Grain Inspection Department, was among the consuls contributing to the solution of the emergency.

A new co-operative marketing bill sponsored by the American Farm Congress has of late been presented to President Coolidge and a number of Congressmen. Why not present it to the new candidates for office?

Imports and Exports of Seeds.

Imports and exports of seeds for July, compared with July, 1925, and the seven months ending with July 31, are reported by the Bureau of Foreign and Domestic Commerce as follows:

	IMPORTS		7 mos. ending July	
	July 1926	July 1925	1926	1925
Alfalfa, lbs....	43,125	47,810	3,007,943	1,052,905
Beans, lbs....	3,422,858	4,733,852	43,671,379	55,462,918
Peas, lbs....	228,601	836,687	8,046,784	13,484,523
Clover, lbs....	714,315	580,393	30,302,907	17,647,532
Gr. seed, lbs....	539,874	108,972	8,496,845	1,603,447
	EXPORTS		7 mos. ending July	
	July 1926	July 1925	1926	1925
Alfalfa, lbs....	7,890	48,689	199,023	154,803
Beans, bus....	23,966	25,267	323,531	247,391
Clover, bus....	3,311	2,445	65,343	28,972
Clover, lbs....	1,859	23,022	510,961	696,164
Timothy, lbs....	90,593	164,032	6,593,831	9,209,374
Other gr. seed, lbs.	118,064	233,267	1,808,689	2,789,573

Corn Borer to Be Exterminated in Manufacture of Commercial Paper from Corn Stalks.

In a previous number some of the commercial usages of corn, corn cobs and corn stalks were alluded to. Now our gracious advisor, Dr. E. R. Darling of Decatur, Illinois, has enlightened us not only as to further commercial by-product of the heretofore destroyed plumage of one of America's leading crops, but as a means of completely exterminating the devastating European corn borer and thus preventing further insidious ravages that have to date cost the country untold millions.

Commercial grades of paper varying from coarse box paper up to superfine writing stock has already been produced under the guidance of Dr. O. R. Sweeney at Iowa State College at Ames, Iowa.

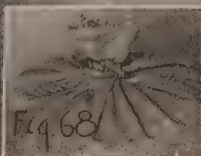
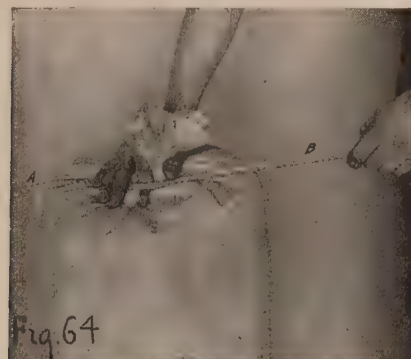
Using corn stalks for paper making would give this base material, which at best is but a substitute roughage for cattle, an estimated worth of five dollars a ton, at which the industry could unquestionably absorb twenty million tons of cobs and stalks annually. Corn would become the most useful crop known in this event.

Further than tending to stabilize corn belt agriculture, this procedure of disposing of the cobs and stalks would wipe out the corn borer in that its winter hibernation—the corn stock left in the field—would be stewing in some vats of boiling corn pulp.

Knot for Tying Bags.

The miller's knot for tying grain and flour sacks is tied quickly and easily loosened. Gather the open end of the bag in the usual way and hold it between the thumb and first finger of the right hand, Fig. 64. Take the bag string in the left hand, and draw it across the top of the bag, under the last three fingers, and over the first finger of the right hand. Leave end A, Fig. 64, about 4 inches long.

With the left hand bring end B, Fig. 65, around the gathered portion of the bag, over A, and under all the fingers of the right hand. Make another complete turn and pull up tight. With the first finger of the right hand draw B, Fig. 66, under the part of the string that was placed over the finger in starting the knot. Draw the knot up tight by pulling on ends A and B, Fig. 67, and the knot is complete, Fig. 68.



Successive Steps in Tying Miller's Knot

To untie the knot pull end B in reverse direction, which loosens end A. Then pull end A backward out of the knot.

For the engraving we are indebted to the University of Illinois Agricultural College.

Rosario, the "Chicago" of the Argentine.

Rosario has become the leading port for grain shipments in South America. It now stands second only to Montreal in the volume of grain dispatched from ports of the Atlantic seaboard of both North and South America.

Rosario proclaims it is the premier port for Argentina's premier product and calls itself the "Chicago of Argentina."

Argentine wheat shipments, out of Rosario, totaled 1,217,000 tons, which would require about 174 average size steamships.

Wheat, however, is only one-third of Rosario's grain shipments, corn constituting another third.

Exchanges Surviving All Attacks.

D. C. MacLachlan, retiring pres. of the Winnipeg Grain Exchange, in his address at the recent annual meeting said:

There are now about 370 members in the ass'n. There is a steady demand for memberships, and the market value of the seat is about \$8,000. The volume of business put thru the clearing house during each of the past two years was larger than in any year during the previous history of the exchange. So large has been the volume of business done that the trading room became congested and the facilities for the dispatch of business were overtaxed. Extensive changes were made during the past year. The trading room was rearranged; the pits were enlarged; the telegraph, telephone and quotation services were extended; a new ventilation system was installed; the reading room was furnished; and we can now claim to have one of the best equipped trading rooms on the continent.

Now and then one hears that this exchange cannot long survive, that its days are numbered, and that its end is in sight. Well, the facts are that the roll of members never was longer; the market price of seats was never higher; the volume of business done never was greater; the financial statement never was better; and that while individual members may have their difficulties, the grounds for confidence in the future of the exchange never were stronger.

The grain trade does not ask for legislative favors. It protests against legislation that is unfair. It is ready to support legislation that is fair to all. It is ready to compete on terms that are fair to all. It seeks no more, and it is entitled to no less. And so long as there is no unfair legislation the grain trade will con-

tinue to give efficient service at low cost, and will continue to look to the future with confidence.

Clark's Decimal Wheat Values

(Fourth Edition)

Is a book of 38 tables, which reduce any weight from 10 to 100,000 pounds to bushels of 60 lbs. and show the value at any price from 50 cts. to \$2.39.

Each table is printed in two colors, pounds and rules in red, bushels and values in black. All figures are arranged in groups of five and divided by red rules to expedite calculations.

These tables have the widest range of quantity and price, are so compact and so convenient no Wheat Handler can afford to attempt to do business without them. By their use you prevent errors, save time and avoid many hours of needless figuring.

These tables can be used with equal facility in determining the number of bushels and the value of Wheat, Alfalfa Seed, Clover Seed, Canary Seed, Beans, Grapes, Peas, Split Peas and Potatoes.

Printed on linen ledger paper, 40 pages, bound in vellum, size 9x11½ inches, shipping weight 1 pound.

Price \$2.00.

Order Form 33X.

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309 S. La Salle St.

Chicago, Ill.

Cipher Codes

Universal Grain Code: The only complete, the most up-to-date and latest grain code published. Effects a greater reduction in tolls than any other domestic code. Code words for the U. S. Standard Grades of Wheat, Corn and Oats. 150 pages, 4½x7 inches. Price, leather bound, \$3.00; paper, \$1.50.

Robinson Telegraph Cipher Code: With all supplements, for domestic grain business. Leather bound, \$2.50; cloth, \$2.00.

Millers Telegraphic Cipher: (1917) For the milling and flour trades. 77 pages, 3¼x6 inches. cloth bound. Price \$2.00.

Cross Telegraphic Cipher Code: 7th edition revised for provision and grain trades. 145 pages 4½x5½ ins. Cloth bound. Price \$2.00.

A. B. C. Improved Fifth Edition Code, with Sup.: Reduces cable tolls 50% thru use of five-letter words, any two of which may be sent as one. Price in English, \$20.00.

Bentley's Complete Phrase Code: Contains nearly 1,000 million code words, any two of which can be sent as one word. Thru its use a saving of 50% can be effected in cablegrams. Appendix contains decimal moneys and list of bankers. 412 pages, 8½x10½ inches. Bound in cloth, leather back and corners. \$15.00.

Baltimore Export Cable Code: Hinrich's fourth edition, compiled especially for export grain trade. 152 pages 6½x9 inches, bound in leather. Price \$15.00.

Riverside Flour Code, Improved (5 letter revision) Sixth Edition. Retaining the essential features of the 5 edition published in 1901, for use in domestic and export trade. Size 6x7 inches, 304 pages. Bound in flexible leather, \$12.50.

Calpack Code (1923) is designed to succeed and replace the codes published by the J. K. Armsby Co. and the California Fruit Canners' Ass'n in the fruit and vegetable packing industry. Size 6½x8½ ins. 850 pages, bound in keratol. Price \$10.00.

All prices are f. o. b. Chicago.

GRAIN DEALERS JOURNAL

309 So. La Salle St., Chicago, Ill.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

Santa Fe supplement 19 to 7481-J, I. C. C. 9952, effective Sept. 27, cancels supplement No. 18 and again suspends the effective date of supplement 12 to Nov. 27, under I. & S. No. 2660.

Missouri-Illinois R. R. Co.'s tariff 16-B, Ill. C. C. No. F-57, effective Oct. 5, cancels rates on bran, flour, middlings, mill feed and ship-stuffs from Salem, Centralia and Huegely to Eldorado, Ill., in Investigation No. 3531.

Rock Island supplement No. 42 to 22000-H, No. 38 to I. C. C. C-11168, effective Oct. 1, reduces the wheat, wheat flour and corn rates between stations in Group 1 (Chicago) and 2 (Peoria) and Linwood, Ia., and Hollandale, Minn. A general reduction thruout the Soo Line at all stations is also noted.

Chicago & Alton supplement 29 to 2-I, I. C. C. No. A-1676, Ill. C. C. 716, suspends the effective date of the proposed advanced rates for switching at Alton, Ill., stated in Item No. 395-C supplement 25 until Dec. 28 to the extent of its application on Illinois intrastate traffic by order of Ill. C. C. in I. & S. 16668.

Monon supplement 3 to 520-C, I. C. C. 4299, effective Oct. 18 on interstate and Sept. 22 on intrastate traffic, cancels supplement 2, includes the Chicago & Illinois Midland and the Chicago, South Shore & South Bend in the list of participating carriers, thus constituting reductions and makes certain commodity reductions on food products.

Santa Fe supplement 3 to 5702-I, I. C. C. No. 10309, effective Oct. 18, cancels supplement No. 2, reduces the mixed carload rate on traffic destined to points in Oklahoma only, also the proportional on flax seed from Omaha (when originating from Nebraska) to Fredonia, Kan.; also reduces the Kansas intrastate rate on flax seed on single line haul.

Santa Fe supplement 17 to 5588-N, I. C. C. 10056, effective Oct. 18, cancels supplements Nos. 11 and 16, and reduces the single line rate between all stations in Oklahoma on the Santa Fe (applies only on shipments given transit privileges at points in Kansas) and all stations in Kansas also Joplin, Mo. Advances are listed on the above, effective Jan. 10, 1927.

Chicago & Eastern Illinois freight tariff No. 620, I. C. C. No. 193, on joint rates applying on grain and grain products and articles taking the same rates from stations on that road in Illinois and Indiana to stations on the L. & A., L. & N-W., Frisco, and St. L. S-W., in Arkansas, Louisiana, Missouri, also Texarkana, Ark-Tex., effective Oct. 25, schedules new rates which are reductions.

E. B. Boyd, agt. Western Trunk Lines, supplement 143 to Freight Tariff No. 18-K, I. C. C. No. A-1357, cancels supplements Nos. 136, 140 and 142, effective Oct. 1, reduces minimum weight on broom corn to 18,000 lbs. when pressed in bales, also notes some reductions on Rock Island on classes 3, 5, C and D, between Bloom, Mineola, Fowler, Meade, Missler, Plains and Kismet, Kan.

C. M. & St. P. supplement 27 to transit tariff 7015-B, I. C. C. No. B-5073, effective Aug. 17, grants transit privileges at Milwaukee on shipments of grain from the following additional points on the M. & St. L. in connection with the C. M. & St. P.; Minnesota points from Merriam to Gordonsville and from Lafayette to Dunnell, and in Iowa from Hampton to Algona, including St. Benedict, Kanawha, etc., but not Algona, also stations south of Oskaloosa to Albia inclusive.

Chicago & Alton supplement 5 to 1574-G, I. C. C. No. A-1702, effective Sept. 24, cancels supplement No. 4, concedes reductions in the grain and grain products export rates from Kansas City, Mo. (when originating from indicated stations) via specified routes to Gulfport, Miss., New Orleans, Port Chalmette, Westwego and Westwego Elvtrs., La. Note 1 under New Orleans, Item 150-B, "Export rates" (Route), reading "Rates on bulk grain to New Orleans will apply via M. & O. only when shipments are consigned through Port Chalmette elevator" (reduction).

Chicago & Alton supplement 31 to 2-I, I. C. C. No. A-1676, effective Nov. 20, cancels supplements Nos. 20 and 27.

Western Trunk Lines, E. B. Boyd, agt., tariff 18-L, I. C. C. No. A-1701, effective Oct. 15, cancels tariff No. 18-K, reduces the application of rates via the Peoria & Pekin Union (Item 80, effective Sept. 15); reduces rates to/from points on the N. E. O. R. R. when in connection with K. C. S. Ry. via Pittsburg, Kan., or Asbury, Mo., etc., also certain advances in class rates between Una, Mo., and Groups 2, 3 and 4.

Rock Island supplement 29 to 29329-F, I. C. C. No. C-11214, effective Oct. 1, cancels supplement 28 and reduces the rate between Group A (Kansas City) and B (Omaha) and Hollandale, Minn., on flaxseed, wheat, wheat flour and corn, and on wheat, wheat flour and corn between Group A and B and Kelley to Ames, Ia. The bran, feed, meal, flour, barley, etc., rates from Cedar Rapids and Davenport and Fort Dodge, Ia., to Atchison, Kansas City, Leavenworth, Kan., Kansas City and St. Joseph, Mo., and Council Bluffs, Ia., are advanced.

Chicago & Alton supplement 1 to 1602-I, I. C. C. No. A-1846, effective Oct. 1, reduces the wheat and corn rates from Kansas City, Mo. (when from beyond), to Salem, Lincoln Fields and Lake, Ill., Mann, Spencer, Ripplinger, Atwood, Yeefkind, Spokeville, Loyal, Greenwood and Owen, Wis., and advances same to Fairchild, Mentor, Tioga, Gormans, Willard, Owego, Shilling, Coxie, Bright, and on corn only to Binghamton (formerly Binghamton), Wis., and Pittsburg Mine, Muren's Mine, Shiloh, Scott Field, Grassland, New Baden and New Baden Mine, Albers, Walnut Hill, Dix, Idlewood and Mt. Vernon, Ill., and Independence and Big Blue, Mo.

Rock Island supplement 21 to 13207-J, I. C. C. No. C-11030, effective Oct. 1, cancels supplements 19 and 20, reduces the wheat, wheat flour and corn rate from Kansas City, Kan.-Mo., Atchison and Leavenworth, Kan., and St. Joseph, Mo., to Mt. Vernon, Idlewood, Dix, Walnut Hill and Centralia, Ill., and advances same rates to Hoffman, Posey, Zachary, Bartelso, German-town, Albers, New Baden, Grassland and Shiloh. also on corn only to Belleville, Phoenixville and Lake, Ill., also reduces the rates on these three commodities and also on cottonseed hull shavings and on alfalfa meal to Scott Field and Cooper, Ill.

Wichita Granted Preferential Export Rate.

Opposing forces lined up for the rate hearing at Wichita Sept. 17, resulting in a decision that Southern Kansas was granted a more equitable adjustment of freight rates on wheat and wheat products shipped to Galveston for export.

Kansas City, St. Joseph, Atchison, St. Louis, Cairo and New Orleans were represented opposing the change which permitted grain to move thru Kansas City and St. Louis when destined to Gulf ports for export at the same rates as are paid by the shipper for direct routing from Southern Kansas to the Gulf.

The distance from Wichita to the Gulf, it was pointed out, is shorter by several hundred miles than from Kansas City, altho the rate is the same and in some cases less.

The car shortage situation of the crop year was also used as evidence favoring the approved new low direct-haul rates. (The I. C. C. granted authority to the Orient and the Midland Valley roads to place their prepared proportional tariffs on the short haul to the Gulf in effect on Sept. 18 and 20th, respectively.)

The Orient took initial action in bringing about this readjustment, opposed by the Mo. Pac., Santa Fe and Frisco lines.

This ruling is expected to bring considerable relief as well as considerable new storage to Wichita and vicinity. It is to be noted that wheat to be shipped to Wichita by the Santa Fe or any other railroad entering the city can be held in transit until milled or sold for export and the Orient will then haul it to the Gulf at the same rate from point of origin as the through rate.

Pittsburgh Plus and Chicago's Switching Charges.

Commencing the twentieth of October the steel industry is scheduled to bear the brunt of another blow, that of increased switching charges within the Chicago switching district ranging from 20 to 120 per cent upwards.

The increase within the district for a one line haul will be from 2½ cents per hundred pounds to 3 cents; for a two line haul, from 2½ cents to 5½ cents, and for a three line haul, from 3 cents to 6½ cents.

Shippers generally are apprehensive over the situation, for of course it is only natural to assume that if the charges for switching iron and steel are increased it will be but a trifling matter for the carriers to augment the schedules on all other kinds of freight.

Switching charges in this terminal are generally as high as elsewhere, but if continual advances are to be granted the term "Chicago Plus" will become as abhorrent as the old "Pittsburgh Plus" and perhaps as costly.

M. & St. L. Hearing on 6-Cent Rate Reduction.

Hearing on the M. & St. L. and Soo Line proposed 6c per 100 lbs. reduction on grain from the Northwest to the east, held in Minneapolis Sept. 13-18, the eastern roads reversed their stand of two years back and opposed the move.

Minneapolis flour mills face abandonment unless freight rates are changed as even with this reduction Minneapolis millers claim it would still have a 9c cwt. handicap over other territory involved.

Commissioner Campbell opened hearings at Kansas City Sept. 20-22.

W. H. Bremner, pres. of the M. & St. L., said the reduction was made to preserve for his road the grain tonnage it now handles. Minneapolis had lost business to Duluth, he said. In 1917 Duluth handled 17% of the total amount of grain going thru Minneapolis. In 1924 it handled 48%. The road claims lake competition forced the reduction.

J. E. Phelan, banker, of Bowman, N. D., testified that in his opinion the western country would not ever again be prosperous unless the farmer and the railroads were allowed to "get out from under the domination of the Mussolinis at Washington."

W. R. Scott, sec'y and traffic commissioner of the Kansas City Board of Trade: "We are apprehensive that the mills of Kansas will be the ones to lose business if Minneapolis gets a better rate." The disadvantage the Southwestern millers are working under would increase from 4½ to 10½ cents.

Chas. Rippin, traffic commissioner of the St. Louis Merchants Exchange, protested that St. Louis now is paying the same rate to move flour to New York, 1,050 miles, that Minneapolis is paying to move it 1,330 miles.

H. C. Wilson, appearing for the Grain Exchange of Sioux City, Ia., objected to the proposed rates as giving an opportunity for substitution of tonnage to get even a lower rate. For example, a bill from Geneseo, N. D., could be substituted so that instead of paying the rate of 60½ on the Yankton-Minneapolis-New York combination the Minneapolis handler would use the inbound rate of 16 cents and the proportional of 35½ cents to New York, putting the product into New York for 51½ cents.

J. A. Kuhn, traffic manager for the Omaha Grain Exchange, said that if the proposed rates were compensatory to the carriers the present rates from Nebraska were outrageously high.

G. F. Ewe said the rate adjustment had practically killed the coarse grain trade of Minneapolis.

J. S. Brown, traffic manager of the Chicago Board of Trade, referred to the receiver of the C. & A. R. R. being the man who "wrecked the M. & St. L."

Grain Carriers

Buffalo, N. Y.—Barge canal rates, despite the decreasing lake movement, have advanced beyond the all-rail rates.

Oats groats shipped to the Pacific Coast by middle western shippers will pay the cereal rolled oats rates via transcontinental lines hereafter.

New York, N. Y.—The annual meeting of the National Industrial Traffic League will be held here at the Commodore Hotel Nov. 17 and 18.

Buffalo, N. Y.—The Continental Grain Co. was awarded damages in the federal court for the loss suffered when grain being transported to New York City via the barge line crashed into a stone abutment.

Southwest Millers League filed complaint alleging a discriminatory rate relationship of wheat and flour from Kan., Neb., Okla., Tex. and Missouri River milling points to California. The wheat rate is 68c and the flour rate 75c.

Grain and grain products were loaded into 57,361 cars during the week ending Sept. 4, an increase of 142 cars above the previous week and 1,253 cars above the corresponding week of last year. It was, however, a decrease of 7,635 cars below the corresponding week of two years ago.

The old and long-disused Illinois and Michigan Canal was navigated successfully by two barges and a towboat drawing only 18 inches of water, recently; but it will take more than this to prove that navigation from Chicago to the Gulf is feasible. The boats traversed 63 miles of canal between La Salle and Lockport, each boat holding a carload.

St. Louis, Mo.—The War Department granted final approval for the \$2,000,000 expenditure towards the development of the Missouri River from Kansas City to St. Louis. The contracts provide for 6,300 feet of revetment at Fish Creek Bend at an estimated cost of \$141,453, and 2,200 feet of dikes near Lexington to cost approximately \$71,170.

Carriers of grain and grain products between points within the state of Alabama have been ordered to publish rates and ratings on these commodities when shipped in paper bags the same as when shipped in cloth bags. Carriers operating in Alabama heretofore prohibited the use of rope stock paper bags, requiring the shipment of grain and grain products to be made in cloth bags. Grits, meal, etc., are all included in this order.

Emergency rates on grain, beans, hay, cottonseed cake and beet pulp were again permitted the Burlington by the Nebraska railway commission when moving from and to Mitchell, Scottsbluff and Bayard, effective Oct. 1 to Dec. 31. Also, milling-in-transit privileges were granted at Roseland and Arapahoe, also at Aurora on grain originating north of Aurora and destined to points beyond after milled at Aurora, the rate to apply being the thru distance rate from point of origin to point of final destination. This is a substantial reduction over the present arrangement. Other concessions were reported in the last number.

I. C. C. Activities.

Otto A. Zimmerman's complaint against rates on barley from South Dakota to Minneapolis and Milwaukee during the period of federal control has been dismissed.

Portland Linseed Oil Works, Inc., vs. Great Northern et al., No. 15872, dismissed by Commission on finding flaxseed rates from North Dakota and Montana points to Portland, Ore., not unreasonable.

In I. & S. 2747 schedules proposing to increase and/or cancel grain and grain products rates and routes via stipulated junction points from Utah, Ida., Ore., Wyo. and Mont. stations when destined to La., Miss., Ark. and Mississippi River Crossings, Memphis, Tenn., and south thereof, were suspended until Dec. 30.

Memphis Freight Bureau vs. St. L.-S. W. et al., No. 17319, dismissed on finding that a rule naming charges on overloaded cars and charges assessed thereunder were not and are not unreasonable or otherwise unlawful. It was alleged that charges on one carload of cottonseed cake shipped in Oct., 1923, from Itasca, Tex., to Memphis, Tenn., were illegal, unreasonable, discriminatory and prejudicial. The complaint was against the penalty charge for overloading assessed against complainants.

Bartling Grain Co. v. Mo. Pac., No. 15963, has been dismissed by the Commission for lack of proof that the grain rates were unreasonable. This report embraces the complaints by 7 other grain companies asking reparations on shipments from points in Idaho, Colorado and Wyoming to destinations in other states ranging from New York to California during the period Oct. 20, 1921, to Jan. 7, 1922. The complainants desired settlement on basis of the reduced rates effective Jan. 7, 1922.

North Dakota State Mill & Elevator Granted Concessions.

In a decision announced at Bismarck September third the state railroad board held that the state mill and elevator at Grand Forks is in fact a terminal grain market and entitled to certain privileges now enjoyed by the Twin Cities and Duluth terminals. The board's decision applies only to intrastate traffic.

In addition to asking that the Grand Forks terminal be officially recognized by the commission the state mill and elevator association asked that it be granted joint-line freight rates no higher than single line freight rates; that it be accorded the privilege of stopping in transit grain at Grand Forks for the purpose of cleaning and mixing or for other similar purposes without extra charge and that the intra-plant switching charge of \$6.30 per car be reduced to \$2.25 per car.

The board rejected the proposal that joint-line rates be established on a single line rate basis but found that the present basis of arriving at joint-line rates is unreasonable. At present the joint-line rate is 85 per cent of the combined local rate for the distance hauled by each railroad which handles a car of grain. The commission held that the single line rate shall apply to joint-line hauling except that in the latter case an arbitrary sum of 1½ cents per hundred pounds shall be added.

The request that the Grand Forks terminal be accorded the privilege of cleaning and mixing grain in transit without charge was denied on the ground that a rate between two points made high enough to include compensation for such free service would be too high and place a penalty on grain not destined for the state mill terminal. An arbitrary charge of one cent per one hundred pounds was fixed by the board as proper in cases where grain is stopped at the terminal for purposes other than milling.

The intra-plant switching charge was reduced from \$6.30 to \$4 a car. The mill management often finds it necessary to change the location of cars on its own tracks, it developed at the hearing, and the \$6.30 charge was made regardless of the distance the car was moved.

Altho the mill and elevator did not get anything it asked for in the hearing it is hoped that the concessions granted by the commission will do much to promote the campaign of Gov. Sorlie in selling grain, mixed at the mill, to other millers, that being one of the prime objects in filing the petition. The privilege of cleaning and mixing grain in transit at a cost of only one cent per hundred pounds above the line haul rate is held to be a big advantage to the mill. Altho single line rates were not involved the one cent charge will apply to them also.

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They certify the Farmer "has sold Bushels of at cents per bushel, to grade No., to be delivered at on or before". They also certify that "If inferior grain is delivered, the market difference at which such grain is selling on day of delivery shall be deducted."

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309 S. La Salle Street, Chicago, Ill.

Feedstuffs

Riverside, Ia.—The old Riverside oatmeal mill will be razed and the equipment salvaged.

Little Rock, Ark.—Walter, Mrs. Hannah and Fred Brown incorporated the Walter Brown Inc., Feed, with a capital of \$25,000.

Louisville, Ky.—A feed mixing plant is soon to be completed for Aubrey & Co. A warehouse for 75 cars storage was just recently finished.

Norfolk, Va.—The J. M. Gwaltney Co. has installed additional feed manufacturing equipment to further engage in the milling of special poultry, dairy and horse feeds.

Maize heads are bringing \$16 to \$17 per ton delivered in Fort Worth, so growers will find it more profitable to thresh in the field and pay freight only on the grain.

Phoenix, Ariz.—A new feed mill and storage warehouse has just been completed for the Five Points Seed & Feed Co. The investment in physical properties approaches \$20,000.

Texarkana Cotton Oil Co., Texarkana, Ark., filed trademark Ser. No. 221,216, a reproduction of a steer and so labeled, particularly descriptive of cottonseed meal and cottonseed hulls.

Memphis, Tenn.—Charles S. Kenney has become affiliated with the Pratt Food Co. For the past six years he was connected with the mixed feed department of the Quaker Oats Co.'s plant here.

Dr. J. W. Woods Balance Ration Co., Walla Walla, Wash., filed trademark Ser. No. 234,807, a combination of the words calf and alfalfa in the word "CALFALFA," particularly descriptive of stock feed.

Argentina imports of bran and screenings, despite the fifty per cent reduction in the ad valorem duty conceded such millfeed imports two years ago, have decreased, due primarily to the high American rate to the interior.

Silvana, Wash.—A new feed mill will be erected for the United Mfg. Co. The S. Howes line of cleaning and grading cracked corn, and mixing and elevating machinery by Webster Mfg. Co. will complete the equipment.

"Maizo" is a new grain sorghum having greater feeding value than either maize or sorghum, withstands blast, midge and many insect pests, is drought resistant and grows well on poor land. It was developed near Ft. Worth.

Fargo, N. D.—We are installing poultry feed mixing equipment and making some alterations in our elevator, which will increase our capacity in the handling of poultry feed.—W. H. Magill, Magill & Co., operating the Fargo Seed House.

Cedar Rapids, Ia.—The five buildings of the Waconia Sorghum Mills located just beyond here at Waconia, were completed Sept. 11. The new plant was built in record time, work on the structure having commenced only last spring.

Tiffin, O.—The U. S. Products Co. was incorporated for \$2,000 on Aug. 31 by C. M. Snively, E. M. Christley, J. G. Miller and Frank Wetzel, all of Tiffin. The new concern will manufacture a mineral food for livestock and poultry.

Norfolk, Va.—M. W. Crenshaw has been licensed as federal hay inspector under a co-operative agreement between the U. S. Dept. of Agriculture and the Port Commission of Norfolk, succeeding C. L. Shiley, now hay inspector at Cincinnati, O.

Arkadelphia, Ark.—The Cotton Pro-

ducers Gin & Mfg. Co. was recently organized with a capital stock of \$5,000. Feeds will be one of the by-products merchandised. H. J. E. Buck is pres.; O. W. Filton, v. p.; and I. M. White, sec'y.

Grinnell, Ia.—The Midwest Consolidated Products Co. plans to equip a warehouse here as a factory for the manufacture of stock feeds, disinfectants and vermifuges, etc. Further details appeared on page 186, August 10th number, under Greenwood, Indiana.

Hastings, Neb.—The new feed milling plant of the Hastings Mills, a unit of the Nebraska Consolidated Mills, has just been completed and the machinery is now being installed for the manufacture of hog, dairy and poultry feeds. The plant will have a carload a day capacity.

Waverly, N. Y.—M. F. Baringer, v. p. of the Tioga Mill & Elevator Co., which was on Sept. 1 incorporated into the newly formed Tioga-Empire Feed Mills, Inc., has resigned. His interests have been taken over by the active management.—L. M. Wilson, vice-pres., Tioga-Empire Feed Mills, Inc.

Minneapolis, Minn.—Receipts during August as compared with August, 1925, in tons, were: millstuffs, 3,115—1,191; screenings, 4,202—8,099; oil cake, 56—115; hay, 2,053—2,343. Shipments similarly compared were: millstuffs, 45,141—50,556; screenings, 2,658—5,048; oil cake, 6,317—12,245; hay, 211—158.

Buffalo, N. Y.—Further details of the new concrete feed storage unit for the Maritime Mfg. Co. have recently been made available. In addition to this \$40,000 structure in South Buffalo, a brick warehouse and a steel and brick boiler and pump house to cost in the neighborhood of \$15,000 will be added to present facilities.

Fred W. Simpson, doing business as Western State Farmers' Exchange, Chicago, Ill., filed trademark Ser. No. 234,748, the letters "FENO," particularly descriptive of pig and calf meal composed of the following ingredients: cocoa meal, coconut meal, soy-bean meal, cottonseed meal, oil meal, flour, peas, calcium carbonate, powdered buttermilk, and salt.

Buffalo, N. Y.—A line of poultry and stock feeds will be manufactured by the Pratt Food Co. in the Mapl-Flake Mills and the Lake Shore Transfer Elevator properties just taken over from the Armour Grain Co. Additional physical facilities and equipment are to be included in the expansion program scheduled for the spring. William E. Ashe and H. R. Logan will continue in charge of operation.

Madison, Wis.—The agricultural experiment station here thru its extension service department has urged the farmers to grow and use a greater proportion of their own feed, viz., corn, oats, ensilage, barley, alfalfa, etc., in the feeding of the ten million cows within the state. The outcome is that in this state the smallest proportion of prepared feed (such as gluten, molasses, sugar and

other feeds and meals) per cow is fed, a deplorable situation, from the position of the feed manufacturer.

Tacoma, Wash.—The Foster-Rogers Mfg. Co. was just formed to take over the feed milling properties here of the Crown Mills of Portland by W. H. Foster, an exporter, and E. K. Worthington of Seattle; Emmet T. Rogers, former resident representative for the Portland owners; O. H. Seiple of Bellingham, D. A. Pattullo, Jr., and D. E. Eggerman. The deal is reported to involve more than \$200,000. The Foster-Rogers Company will manufacture a full line of stock and poultry feed.

The Colorado wheat pool is advancing 70 cents per bushel, but grain is not being received from as many growers as last year, the officials of the pool having found it more difficult to convince unbelievers of the advantages the pools method of marketing. The grain growers have paid dearly to learn of the waste and extravagance of pool managers.

Adulteration and Misbranding.

Munday Cotton Oil Co., Munday, Tex., consigned 286 sacks misbranded cottonseed meal into Colorado which federal authorities claimed deficient in protein in imposing costs and the execution of \$200 in bonds on Mar. 9.

Dallas Oil & Refining Co., Dallas, Tex., shipped 1,700 sacks of misbranded cottonseed cake into Nebraska deficient 2% in labeled protein. On Mar. 20, 1926, it pleaded guilty and was ordered to relabel the product, pay costs and execute an \$8,000 bond.

Quannah Cotton Oil Co., Quannah, Tex., shipped cottonseed cake and cottonseed meal into Colorado alleged misbranded by federal authorities because deficient in protein in imposing costs and the execution of a \$600 bond on Mar. 11, and costs and the execution of \$1,300 bonds on Apr. 21, 1926.

Corydon T. and Ernest F. Schreiber, formerly copartners trading as Schreiber Flour & Cereal Co., Kansas City, Mo., shipped quantities of feed into Kansas and Arkansas alleged adulterated and/or misbranded for deficiency in weight, protein and fat, etc., and were fined \$15 each on Feb. 2, 1926.

Feed Distributors to Consider Amendments to Rules.

One of the matters to come before the United States Feed Distributors' Ass'n at its annual meeting at Buffalo, N. Y., Oct. 19, is the adoption of a new set of by-laws.

As the constitution provides for 30 days' written notice of changes, Sec'y D. J. Schuh of Cincinnati, O., has mailed to each member a copy of the proposed by-laws.

Feed distributors who contemplate attending the meeting are requested to send their reservations to L. C. Newsome, care of the Newsome Feed & Grain Co., Pittsburgh, Pa., as he is arranging the luncheon and entertainment.

Under strict interpretation of Articles 5 and 6 the Ass'n has three heads, namely, the President, the Chairman of the Board of Directors and the Chairman of the Executive Committee. The practical application would be but one head, and, therefore, the proposed By-Laws incorporate this idea.

Under the present By-Laws the appointment of a successor to the President in case of resignation or other cause appears to be a rather unsatisfactory plan, and, therefore, the proposals provide that the Vice-Presidents in the order of rank shall succeed the President.

The present article relating to withdrawals is subject to more than one interpretation.

John Caldwell has suggested that the name of the organization should be changed to National Feed Distributors Ass'n. It has also been suggested that the name should be Feed Distributors National Ass'n. The latter is preferable because the first word of name is the most important indication of its purpose. We have hundreds of national assn's but only one Feed Dealers National Ass'n.

GREENDALE FEEDS

Sweet Feeds,
Mashes, Scratch,
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Mule, Hog and
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Scientifically
Prepared from
Best
Ingredients
Obtainable

CRACKED CORN

GROUND OATS

Get in early and handle the

COMPLETE LINE

GREENDALE MILLS, Inc.

JOHN A. SHIELDS, Gen'l Mgr.

Lawrenceburg, Ind.

Illinois Agricultural Ass'n Denied Right to Speak for Farmers Elevators.

At a meeting of the Presidents, Directors and Managers of the North Central Illinois Farmers Elevator Companies held at Wright, Ill., Sept. 15, 1926, under the auspices of the Illinois Farmer Grain Dealer Managers Club the following resolutions were thoroughly discussed and unanimously passed:

1—Whereas, There is no substitute for a farmers elevator, and we consider them the true foundation upon which all further marketing plans for the farmers' benefit should be based; therefore, be it resolved, that we express our appreciation to the pioneers of the farmers elevator movement for the great courage, loyalty and foresight which they expressed in making possible the present successful outcome of the movement which means so much to the present and future farming generation.

2—We wish to assert in the strongest possible manner, our belief that the present prosperity of the farmers elevator movement has been brought about by the joint activities of the pioneers and the managers who have steadfastly worked for the success of the whole, and we wish now to commend all those who have acted in any and all capacities to that end.

3—We deplore and strongly condemn the activities of the Illinois Agricultural Ass'n, who directly and through their subsidiaries have seemingly made a strong effort to inject themselves into the farmers elevator movement, and have been the means of broadcasting false, malicious, slanderous and libelous reports, casting a false impression as to the condition of the elevator companies, and the integrity of the managers and directors, such reports having already been the means of damaging the credit of these companies.

4—We hereby ask the directors of our state ass'n to pass resolutions setting forth the fact that the Illinois Agricultural Ass'n and its subsidiaries are in no manner connected with the Illinois Farmers Elevator movement, have no right to talk for it or to give out any statements concerning any of its activities, as the Illinois Farmers Elevators possess within their own ranks those who are fully capable of handling their affairs and will ask for any assistance needed.

5—We wish to state that the statements published in the daily and farm press by Mr. Geo. Wicker of the Illinois Cooperative Ass'n, a subsidiary of the Illinois Agricultural Ass'n, whereby he has given the impression that the managers of farmers elevators are incompetent and untrustworthy and whereby he claims to be eligible to speak for farmers elevators, to be absolutely false and we further wish to state that Mr. Wicker, the Illinois Cooperative Ass'n, the Illinois Agricultural Ass'n have no official connection with the farmers elevator movement, and they have, without invitation, attempted to inject themselves into the movement, hoping in some manner to secure a control and a connection with this successful movement that would give them a blanket with which to cover their own failures, which have cost the farmers of Illinois millions of dollars.

(Signed) — Ben Frazer, Pres., Exline Farmers

Eltr. Co.; J. A. Henebry, Mgr., Plainfield Grain Co.; Geo. J. Steichen, Pres., Dwight Coop. Eltr. Co.

Jardine Calls Business Conduct Com'ite.

The business com'ite of the Chicago Board of Trade was requested by Sec'y of Agriculture Jardine to confer with him at Washington, and immediately various rumors were afloat as to the reasons for calling the conference.

On his return from Washington Sept. 22, L. L. Winters, chairman of the com'ite, stated that current events were not under discussion at the meeting, but that the Secretary was informing himself as to the work of the com'ite since its establishment nearly a year ago, and that it was probable similar meetings will be held in the near future.

It is thru the business conduct com'ite that the Department has contact with the exchange and in view of the early assembling of Congress and the possibility of new legislation being offered of a regulatory nature by Congressmen who might look to the Department for suggestions and criticism it is natural for the Secretary to desire to keep himself informed.

Waldschmidt & Schneider & Airabella.

Waldschmidt & Schneider of Metamora, Ill., those two congenial successes, have taken on another running mate pictured herewith, viz., Airabella, the experienced snake-charmer. The other five partners are to be viewed driven by the S. N. ("Squire") Cavitt trio, who is at the wheel. In the "Engine Room" Robert Schneider is busily bailing out water to keep things humming.

Joseph Waldschmidt is to be seen in the pit working on the belts. Also, contrary to custom, he is weighting down Airabella's "port fore" to keep all the frightened animal's extremities on the scale. Tho he has just finished assuring the weigher that his weight in this front view is certainly not affecting Airabella's gross, the weigher has armed himself with a horse whip to prove his point. "Squire" is incidentally giving the latter the horse laff because he's going to get the load eventually.

This is truly the first ride to market any of the boys have been able to get since "Squire" first took hold of this lame partner, and as all the cops of that district say "He's actually all over the place!" The photog apparently didn't threaten to shoot in order to keep "Squire" from squirming, but he just simply couldn't sit

in one place very long on this particular afternoon. The famous "Squire" trio have just come down to Metamora from Chicago and other points up and down to bring greetings and congratulations from the staff of James E. Bennett & Co.

Federal Commission Violating Privacy.

The Supreme Court of the District of Columbia administered a scathing rebuke to the pestiferous Federal Trade Commission Sept. 22, 1926, when deciding in favor of the Millers National Federation which had brot suit for an injunction restraining the Commission from executing order to the Federation to bring in its records for inspection, under penalty. The court said:

It appears from the bill for injunction that if the letters, papers, and documents are produced to the Commission they will be revealed to the public at the time and place designated by the Commission and will be transmitted to the senate, where they will be published and made available for inspection by every one as a public record.

Such a publication or revelation constitutes an intrusion on the privacy of business and an infringement of constitutional rights for which the law affords no adequate remedy, and from that it follows that the intervention of equity is justified.

No mere administrative agency, acting as such, has any right to invade the privacy of business, except as prescribed by law, and then only within constitutional limitations. Indeed, so far as natural persons or private corporations are concerned, it is certain that Congress cannot give administrative officials authority to rummage thru papers without their consent in the hope that evidence may be discovered useful for a public purpose.

The resolution under which the Commission attempted to act did not authorize the Commission to compel the production of documents or papers, and it is unthinkable that the senate intended to clothe the Commission with power to compel the attendance of witnesses at Chicago from every part of the United States and to force firms, partnerships, and corporations in the milling and baking and allied industries to submit their books and papers to representatives of the Commission.

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SEED CORN,
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Airabella, the Snake's Rattle.

Supreme Court Decisions

Arbitration.—Although parties may agree to arbitration, revocation of submission renders it of no effect, and, when suit is brought on claims submitted, rights of parties are to be determined by rules applicable to that proceeding.—*Neal v. Drainage District. Supreme Court of Idaho. 248 Pac. 22.*

Holder of B/L May Recover from Carrier.—Under the Carmack Amendment (Comp. St. § 8604a), the "lawful holder" of a bill of lading is made the representative of the real parties in interest, and may recover from the carrier for any loss or damage to the property in transit.—*Davis, Agt. v. Livingston. U. S. Circuit Court of Appeals. 13 Fed. (2d) 605.*

Arbitration.—Under section 1457 of the Civil Practice Act (as renumbered by Laws 1921, c. 199), where arbitrators have imperfectly executed the arbitration, and a mutual, final and definite award has not been made, and the time within which they were directed to make the award has expired, the award may be vacated and sent to new arbitrators, under the contract under which they were appointed.—*Hauck v. Rochester Taxicab Co. Supreme Court of New York. 217 N. Y. Supp. 2.*

Sales Direct to Buyer's Customers.—Seller of goods delivered direct to buyer's customers, and accepted by them, held, under Sales Act, §§ 48, 49, 63 (Gen. St. 1918, §§ 4714, 4715, 4729), entitled to recover contract price therefor, in absence of any rejection or notice of breach of warranty by buyer within a reasonable time. That buyer of goods delivered direct to his customers had no opportunity for inspection held of no legal significance affecting rights arising out of seller's breach of contract.—*Williamsburgh Stopper Co. v. Bickhart. Supreme Court of Errors of Connecticut. 134 Atl. 233.*

Shipper's Failure to Furnish Margins.—Under contract to store cotton after making advancements to shipper thereon and requiring additional margins at option of consignee, consignee had right to sell cotton to protect himself from loss on shipper's failure to furnish margins required. Offer of consignee, who had made advancements to shipper, to recall sale made after shipper's failure to furnish margins, on shipper's complying with certain conditions, held without consideration, precluding shipper from complaining of failure to make offer good.—*McCutcheon v. Maybank. Supreme Court of South Carolina. 134 S. E. 217.*

Connecting Carriers.—The Court of Appeals certified the following question: "Where the seller in interstate commerce ships to its own order merchandise, and a thru B/L is issued to it by the initial carrier, and it is provided that the purchaser be notified, and to the B/L there is attached a draft for the value of the merchandise, and where, after the arrival at its destination, the purchaser pays the draft, secures the B/L, and takes possession of the merchandise, can he, as the holder of the B/L, maintain an action for

damages against the last connecting carrier for an injury to the merchandise caused by the negligence of that carrier, when he acquired title thereto after the damages sought to be recovered were inflicted?"—*Atlantic Coast L. Ry. v. Murray. Supreme Court of Georgia. 134 South. 171.*

Surrender of Draft and B/L.—Where instructions accompanying draft with B/L attached provided for surrender by banks of papers upon acceptance of draft by drawee payable 30 days after arrival, held not to require arrival of car before presentment of draft for acceptance, as instructions may just as well have referred to arrival of draft. Banking custom of presenting draft, accompanied by B/L, for acceptance upon its arrival, held not inconsistent with instructions to surrender documents upon drawee's acceptance of draft payable 30 days after arrival of car.—*N. Y., N. H. & H. R. Co. v. First Nat. Bank of Bridgeport. Supreme Court of Errors of Connecticut. 134 Atl. 226.*

Damages on Value at Destination at Retail.—A carload of coal, when delivered by the carrier, was 5,500 pounds short. To purchase that quantity and no more in the open market at the place and time of delivery, the shipper would have been required to pay \$9.70 per ton. Held, that such price measured his loss, and not the wholesale price when bought in carload lots. The true measure of damages for breach of a contract to transport and deliver coal or other like commodity at a certain place is the fair average market value, at the time and place of delivery, of such a quantity of like coal or commodity as the carrier failed to deliver as the amount it would be necessary for the shipper or owner to pay in the open market to replace the quantity lost.—*Crail v. I. C. Ry. Co. U. S. Circuit Court of Appeals. 13 Fed. (2d) 459.*

Accepting Weevily Grain on Contract.

Kettenbach Grain Co., San Francisco, Cal., plaintiff, v. S. P. Wallingford Grain Co., Wichita, Kan., defendant, before Arbitration Committee No. 6 of the Grain Dealers National Ass'n, composed of S. C. Armstrong, Frank H. Ryer and Edwin H. Dial.

Aug. 31, 1925, Wallingford Bros. sold one (1) car kafir like sample, subject to California destination weights and destination grades, guaranteed to arrive cool and sweet, thru their broker, R. F. Yowell, to Morgan Sales Agency, San Francisco, for delivery to Petaluma—West Petaluma, Cal.

Car No. 32033, loaded out of Medicine Lodge, Kans., August 17, moving A. T. & S. F. via Los Angeles, was diverted to Morgan Sales Co., Petaluma, on Aug. 31; arrived and was placed at 9:00 a. m. September 3, having been in transit 23 days.

Evidently on Sept. 15 the car was opened and contents found weevily. Shipper was advised by wire, thru his broker, of the condition and the refusal to accept unless first conditioned. On Sept. 16 shipper instructed broker to have contents of car conditioned as suggested.

That the contents of the car must have been weevily on arrival admits of no contradiction. The cycle of weevil from egg to full growth emerging covers a period equal to or even greater than the time the car was in transit and in no wise could have taken place between Sept. 9 and Sept. 15.

Accounting by Morgan Sales Agency, Kettenbach Grain Co., appears to be in order. The loss thru conditioning does not appear excessive and values allowed for screenings liberal. The charge for unloading, conditioning and reloading was reasonable; the inspection, diversion and switching were rightfully charged to the shipper. The demurrage accruing between time of placement and release of car belongs to the buyer and no part of it should be charged to the shipper.

We therefore find there is due plaintiff from defendant \$130.45. Owing to irregularities and technicalities entering the handling of the shipment at its destination, notification and advice, participated in by both plaintiff and defendant, it is our judgment the cost of arbitration should be divided equally between the plaintiff and defendant.

Some 70 members of the Colorado Grain Dealers Ass'n met at Holyoke on Sunday, Sept. 19, for a prairie chicken dinner. With that kind of bait any of the Ass'n's can get out a crowd.

Supply Trade

Indianapolis, Ind.—Byron M. Weller, former supt. of the flour mill department of Nordyke & Marmon Co., died Sept. 3.

Pittsburgh, Pa.—H. J. Steidley for many years connected with the Howe Scale Co. of Illinois, has been transferred to this office.

Washington, D. C.—An interesting pamphlet on "Apprenticeship; Information and Experience in the Development of Industrial Training" has just been issued by the Department of Manufacture, of the Chamber of Commerce of the United States.

Advertising is the team mate of volume production. Without it large scale production is impossible. Together they form the most scientific and satisfactory method of low cost production and distribution of goods that the world has ever known.—*Dodge Idea.*

Chicago, Ill.—Grain elevator operators will find it to their advantage to send for catalog No. 46 just issued by the Webster Mfg. Co. This catalog describes in detail the company's extensive line of chains and sprockets, and contains data of great value in the application of this equipment.

Plain, clear typography invites careful reading. It presents no distraction to the reader, no handicap to the message. It does not confuse the reader with an attempt to display fancy type faces or mysterious characters. It strives to transmit the story simply and directly without interference.

Minneapolis, Minn.—It gives us a great deal of pleasure to be able to announce that the month of August just passed brought to our company the largest volume of business on Carter Disc Separators that we have ever experienced in a single month since the organization of our company nearly seven years ago.—*Carter-Mayhew Mfg. Co.*

London, Eng.—Henry Simon, Ltd., have been successful in their patent suit to restrain infringement of the patent on the disc separator. Patents for a similar machine had been applied for by C. J. Viguerie. The Comptroller General of Patents awarded costs to Henry Simon, Ltd., who are working in close alliance with the Carter-Mayhew Mfg. Co.

Lidingoe, Sweden.—A vacuum process for the drying of grain has been invented by Edvard Jonsson. After exhaustive tests his method has been awarded a prize of 3,500 kronor by the Swedish Government. Usually grain is dried artificially by means of hot air, but the Jonsson apparatus does it cheaper and more quickly by pumping the air out of a revolving cylinder in which the grain is heated by means of hot water pipes.

Newark, N. J.—Bulletin No. 1560 recently issued by the Hyatt Roller Bearing Co., contains data of value to engineers and draftsmen concerned with the designing or development of grain elevator equipment. This Bulletin is supplemental to other Hyatt publications in that it covers in one volume bearing applications to general types equipment. Aside from the conventional load and rating tables it includes formulas for determining bearing sizes for specific applications, suggestions for mountings—with drawings—photos of diversified Hyattized equipment, and construction details of all types of Hyatt Roller Bearings.

The overseas consumers of Canadian wheat have great financial problems to solve, and this does not make it easier to sell the Canadian surplus at high prices.—D. C. MacLachlan, retiring pres. Winnipeg Grain Exchange.

Grain Claims Bureau, Inc.

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Audits for purpose of recovering your freight claim losses will cost you nothing. We will not fail to fully protect your interests. Our charges will never exceed 33½% of amount recovered; frequently less. We would like to serve YOU.

W. S. BRAUDT, Pres. and Treas. HARRY J. BERMAN, General Counsel

Patents Granted

1,598,128. Automatic Weigh Machine. Eugene Hase, Saginaw, Mich., assignor to Baker-Perkins Co., White Plains, N. Y. The material is fed to the hopper at different rates of speed, each feeder having operating means separably controlled.

1,596,026. Device for Uniformly Distributing Heat in Bins. Iver P. Schel, Fergus Falls, Minn. A funnel terminating in a downwardly discharging spout is rotated by bevel gear, the material flowing from the spout being intercepted and diverted by an adjustable disc.

1,599,053. Car Dumper. Seth F. Knight, Chicago, Ill., and Almon E. Norris, Brookline, Mass., assignors to Mead-Morrison Mfg. Co., Boston, Mass. The track is supported on a saddle for rotation about an axis, the top of the car being engaged by a clamp which is controlled by a cable kept under tension by weights.

1,597,392. Grain Door. Malcolm Rorabeck, Milford, Ont. The door has a plurality of sections with automatic means capable of assuming two positions with relation to the section supporting the means, for interlocking the sections with the one above and for retaining the sections in position when elevated to a predetermined height.

1,598,604. Conveyor Roller Construction. Geo. J. Curtis, Canton, O., assignor to the Timken Roller Bearing Co., Canton. The construction comprises frame arms having seats at the tops thereof and ribs along one side of the seats, blocks mounted on the seats and resting against the ribs, spindles mounted in bores provided therefor in the blocks, conveyor rollers on the spindles, and means for clamping said blocks on the seats and against the ribs.

1,598,430. Grain Door. Cornell Flagstad, Minneapolis, Minn., assignor of one-half to John P. Jacobson, Minneapolis, Minn. This invention is the combination with a primary object adapted to be nailed to a secondary object, of a plate hinged on the primary object having a perforation adapted to receive a nail, and means effected by swinging the plate on its hinge to force the nail head from the primary object so that it may be accessible for extraction.

1,598,328. Grinding Corn Cobs. Chas. C. Truax, Columbus, O. The cobs are crushed, heated to remove moisture, partially ground in a suitable mill, separating from the partially ground material the finer portions, conducting the coarser portions to another mill and further grinding to reduce to the desired degree of fineness.

1,599,049. Seed Corn Hanger. Chas. E. Hartsook, Maquon, Ill. The hanger comprises a head bar, hooks fitted thru the head bar to suspend it within a building and provided with threaded stems, adjusting nuts mounted on stems below the head bar to be turned home against the bar and dispose it in a horizontal plane, and open-mesh members suspended from the bar at the opposite side edges with their meshes in alignment to receive and hold ears of corn.

1,596,840. Elevator Overflow Control. Jos. L. Kopf, East Orange, N. J., assignor to Jabez Burns & Sons, New York, N. Y. Connected to the lower portion of the elevator is a passageway having a gate. The receptacle supplied by the elevator has an overflow passageway by-passing the elevator. Automatic means responsive to the overflow of material actuate the gate and permit continued overflow thru the elevator by-pass of at least normal elevator capacity.

1,596,977. Apparatus for Aerating Seed Drums. Albin Klingler, Erfurt, Germany, assignor to J. A. Topf & Soehne, Erfurt. A sieve is built in a drum, air channels opening into the top of the drum and below the sieve, with air temperature and moisture content controlling devices mounted in channels, the controlling means allowing aeration to be effected as desired from both ends of the drum, with fresh air, part fresh air and part returned air, or with returned air only, with the desired temperature and moisture and carbon dioxide content.

1,598,913. Sieve. Harry L. Johnson, Penn. N. D., assignor to Andrine M. Sorensen, St. Paul, Minn. The sieve structure comprises an upper sieve having relatively long and narrow passages adapted to pass oats but not wheat therethru, and an imperforate deck below, a lower sieve provided below upper sieve with passages adapted to pass small seeds therethru, lower sieve having below the imperforate deck relatively short and wide perforations adapted to pass wheat therethru, a flexible flap resting on the lower sieve member and overlying wheat passages in the lower portion thereof, and a trough-like catch pan underlying wheat passages in the lower sieve member.

Deterioration of Corn in Transit.

The Court of Civil Appeals of Texas has affirmed an order of the County Court of Lubbock County, Texas, granting a new trial to the Fort Worth Elevators Co. in suit against the Panhandle & Santa Fe Ry. Co. to recover for corn damaged in transit from Kansas City, Mo., to Wilson, Lynn County, Texas.

Altho the proof was that the corn was sound at Kansas City and rotten at Wilson the jury found that the corn had not been damaged by a leaky car. On petition by the Elevators Co. the court set the finding of the jury aside and granted a new trial. The car had been loaded at Bethune, Colo. The plaintiff's loss was \$537.62.—285 S. W. 843.

The cost of producing corn in Iowa is \$1.43 a bushel. That is according to the Corn Belt Com'ite of the American Council of Agriculture. The Wichita *Beacon* declares that the cost of production is as low as 30 to 40 cents per bushel on the land of Western Kansas.

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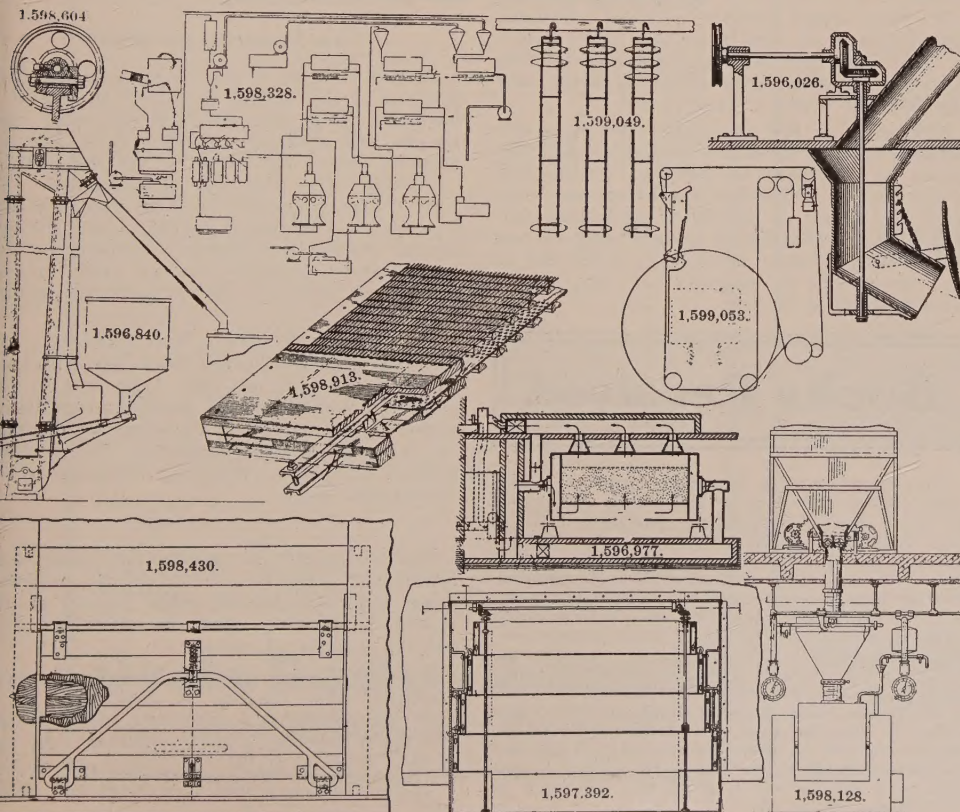
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CHICAGO



Explanation of Electric Power Charges in Fire Insurance Rating.

BY EUGENE ARMS OF MUTUAL FIRE PREVENTION BUREAU.

In the Mill and Elevator Mutual Rating Schedule certain charges are made for non-standard electric power installations. These charges, together with other charges for deficiencies in construction or equipment, are added to a Basis Rate. The Basis Rate varies for buildings of different construction and occupancies. After all charges have been added to the Basis Rate certain deductions for superior construction or protective features are made, resulting in what is termed Net Basis Rate. The Net Basis Rate, however, does not represent the cost of insurance to the insured, but is simply a base upon which premiums are levied and dividends paid.

At the present time the average cost of the group of companies represented by this Bureau is approximately 45% or stated in other words a dividend of 55% is declared on the Net Basis Rate. For instance, assume a risk which has been rated by our representatives and found to have a Net Basis Rate of \$2.00. The cost of insurance to the particular policy holder would be not \$2.00 per hundred dollars of insurance per year but 45% of \$2.00 or 90 cents. This explanation should be kept in mind in considering the following discussion.

The Rating Schedule defines a Standard Electric Power Installation as follows:

(a) All motors unless of the enclosed or enclosed ventilated types shall be enclosed in standard motor rooms or enclosures. (The standard motor rooms referred to are those constructed in accordance with our regulations which specify metal lath cement plastered rooms or rooms of better fire resistive construction.)

(b) All wiring and equipment shall be installed in accordance with the regulations established by the Mutual Fire Prevention Bureau for Standard Power Installations. (These regulations specify that all wiring be in conduit with no open wiring. That equipment and system grounds be provided and that proper protective and control apparatus be used.)

A non-standard electric power installation would be one where motors of the open type were installed and not enclosed in rooms and in which the wiring was open or only partly in conduit; that is, when neither (a) nor (b) above were complied with.

When either (a) or (b) above, but not both are complied with we have what is sometimes termed a semi-standard or "half-standard" power installation.

The charges for sub-standard construction as outlined in the schedule are as follows:

When current is taken from outside sources (that is, not generated on the premises) add .15.

For Motors and Inside Wiring to Same

One Motor add	.10
2nd Motor add	.08
3rd Motor add	.06
4th Motor add	.04
5th Motor add	.02

each additional motor in excess of 5 add .02.

As an example assume a risk in which is installed three motors of the open type with open wiring:

Charges would be as follows:

Current from outside source	.15
First Motor	.10
Second Motor	.08
Third Motor	.06
	—
	.39

If motors of the enclosed or enclosed ventilated types were installed or if motors were enclosed in standard rooms and wiring was open the charges would be ½ of .39 or .195.

If motors of the open type were installed and not enclosed in rooms and wiring was in accordance with our regulations for standard conduit wiring the charges would also be ½ of .39 or .195.

If motors of the enclosed or enclosed ventilated types were installed or open motors were installed and enclosed in standard rooms and wiring were in accordance with our regulations for standard conduit wiring no charge would be made.

Let us now assume several cases in order to show what saving can be made in insurance cost:

An elevator in which is installed four motors as follows:

10 HP open squirrel cage motor driving separator	
5 HP open squirrel cage motor driving elevator legs	
2-20 HP open squirrel cage motors driving 22 DD Attrition Mill	

Assume non-standard wiring and current from outside source. Attrition mill motors controlled by one starter. Assume that \$7,000 insurance is carried on buildings and equipment and an average of \$15,000 on stock. This installation as installed would cost the insured in his rate as follows:

Current	.15
Wiring 3 motors	.24
	—
	.39

45% of .39 is .18 approx. or for \$22,000 insurance would be \$39.60 per year.

If the attrition mill motors were controlled by two starters the rate would be

Current	.15
Wiring 4 motors	.28
	—
	.43

45% of .43 is .19 approx. or for \$22,000 insurance would be \$41.80 per year.

If all of the motors had been of the enclosed ventilated type and all wiring in accordance with our regulations for standard conduit wiring no charge would be made in the rate. The saving in the particular case cited would be \$39.60 per year where one starter for the attrition mill motors is used and \$41.80 where attrition mill motors are controlled by two starters.

We have found that the enclosed ventilated motors cost about 10% more than open motors of same sizes and bearing construction. This difference is easily made up in insurance savings effected within a year or two.

Our work is fire prevention and it is our purpose to serve the policy holders of the companies we represent to that end to the best of our ability. Although this letter deals only with the saving of insurance premiums incident to the installation of certain types of machines we are really much more interested in the saving of the property of our clients from destruction by fire.

Books Received

The World Wheat Situation, April to July, 1926, Volume 2, No. 10, of the Wheat Studies of the Food Research Institute, Stanford University, California, published this month, includes such topics as the International Trade, New Crop Developments, Wheat Price Movements, Visible Supplies and Outward Carryovers, Outlook for the New Crop Year, etc. International trade in wheat will be larger this coming season, regardless of import tariff regulations. World wheat prices will be somewhat below those of this season providing the wheat yields of Australia, India, New Zealand and Argentine suffer no material loss. The winter wheat producers bid fair to share out of their proportion of monies paid, while the hard spring wheat producers will receive a premium, according to predictions. Price, \$1.

Insurance Notes.

Columbus, O.—C. O. Garver has resigned his position with the J. W. McCord Mutual Insurance Agency.

Atchison, Kan.—The Blair Elvtr. Corp tanks finally burned themselves out. It will be remembered the tanks were fired two months ago.

Washington, D. C.—The National Fire Waste Council will hold its fall meeting here Sept. 29. Among the reports presented will be that of Eugene Arms, chairman of the com'te on information and publications. Mr. Arms has been active in preventing fire waste, as manager of the Mutual Fire Prevention Bureau.

So long as grain dealers tolerate grass weeds and rubbish about their elevators locomotive sparks will start fires and grain elevators will be burned. Correcting this hazard helps to reduce the cost of fire insurance and improves the appearance of the property. Every fall when the weeds get dry several elevators are sacrificed to this hazard. It is time to clean up around your elevator.

Indianapolis, Ind.—The per capita fire loss in Indianapolis in 1922 was \$9.67, and in 1923 it was \$14.37. In 1924 a fire prevention campaign was launched by the Indianapolis Chamber of Commerce, with the result that the per capita loss during that year was reduced to \$3.38. In 1925 continued effort held the figure down to \$3.47. The improvement of the fire safety of Indianapolis earned for the city the enviable recognition in the 1925 Fire Waste Contest conducted by the Chamber of Commerce of the United States.

Springfield, Ill.—Governor Small has issued a proclamation directing that the week of Oct. 3 to Oct. 9 be observed in the state of Illinois as Fire Prevention Week, with the following suggestions: "Every citizen should rid his home of fire hazards. Rubbish should be cleaned up. Flues and heating plants should be cleaned out and repaired. Defective wiring or gas connections should be remedied. The same suggestions apply to factories and places of business. In addition, fire extinguishers and other fire protection equipment should be examined and put in good condition."

Fire Prevention Week.

Fire Prevention Week is a week of education; it is the period in which the effort is made to focus the attention of every man, woman and child on the dangers to life and property which lurk in fires, and the methods by which most fires can be prevented. But Fire Prevention Week is more than just this. It is also a rallying point from which the people of America, completely aroused to fire-consciousness, should sustain their interest throughout the year in the campaign against fire.

On October 9, 1871, Mrs. O'Leary's cow kicked over a lantern in a barn and thus started the Great Chicago Fire. The cow has become the symbol for the everyday carelessness which must be curbed if the country's disgraceful fire waste is to be restricted. The anniversary of that date is therefore set aside as Fire Prevention Week.

Public opinion is emphatically against the interference with the liberty of the producers being attempted by the labor faction in Australia in bringing about the discarded compulsory pooling of wheat.

PUTTING the elevator in prime working condition when business is slack helps to insure its continuous operation when farmers are busily hauling grain to market. At such a time a break in the machinery and suspension of business is most expensive and irritating.

Grain Receiving Record Books

Grain Receiving Register. One of the best forms for recording wagon loads of grain received. It contains 200 pages, size 8½x13½ inches, ledger paper, capacity for 8,200 wagon loads. Bound in canvas. Some enter load records as received, others assign a page to each customer, while others assign pages to different kinds of grain. Bound in strong board covers, canvas back. Headings of 11 cols. are: "Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, Remarks." Shipping weight, 2¼ lbs. Order Form 12AA. Price \$3.00.

Wagon Loads Received has columns headed: "Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars and Cents, Remarks." It has 200 pages, size 9¼x12 inches, and room for 4,000 loads. Printed on linen ledger paper, with strong cloth covers and keratol corners and back. Shipping weight, 2 lbs. Order Form 380. Price \$3.00.

Receiving and Stock Book. Many dealers prefer to keep each kind of grain received from farmers in separate columns so each day's receipts may be easily totaled. This book is designed for this purpose. It contains 200 pages, size 9¼x12 inches, and will accommodate 4,000 loads. Well bound in black cloth and keratol back and corners. Shipping weight, 2¼ lbs. Order Form 321. Price \$3.00.

Grain Receiving Ledger is an indexed book especially adapted for keeping individual accounts with farmer patrons. Each page is 8½x13½ inches, numbered and ruled for 44 entries. Ledger paper and well bound in cloth with keratol back and corners. 228 pages. Shipping weight, 3 lbs. Order Form 43. Price, \$3.50.

Form No. 43 XX contains double the number of pages. Shipping weight 4½ lbs. Price, \$5.50.

Grain Scale Book is designed to assign separate pages to each customer and their names can be indexed so their accounts can be quickly located. It contains 252 numbered pages, of high grade linen ledger paper. Each page is 10½x15½ inches, will accommodate 41 wagon loads and it has a 28-page index. Well bound with cloth and keratol back and corners. Shipping weight, 4½ lbs. Order Form 23. Price, \$4.75.

Grain Dealers Journal

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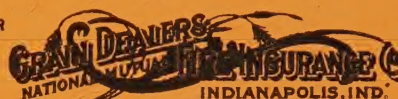
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Grain Shipping Record Books

Record of Cars Shipped. This form enables country shippers to keep a complete record of each car of grain shipped from any station, or to any firm. It has the following column headings: Date Sold, Date Shipped, Car Number, Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight Bushels, Destination Bushels, Over, Short, Price, Amount Freight, Other Charges, Remarks. The book contains 80 double pages of ledger paper, size 9½x12 inches, and has spaces for recording 2,320 carloads. Well bound in heavy cloth with keratol back and corners. Shipping weight, 2½ lbs. Order Form No. 385. Price \$3.00.

Sales, Shipments and Returns. Is designed to save time and prevent errors. The pages are used double. The left hand pages are ruled for information regarding "Sales" and "Shipments"; the right hand for "Returns". The column headings enable you to make complete records for each transaction. The book contains 80 double pages, and index of ledger paper, size 10½x16 inches, will accommodate records for 2,200 cars. Bound in heavy canvas with keratol corners. Shipping weight, 3¼ lbs. Order Form 14AA. Price \$3.50.

Grain Shipping Ledger for keeping a complete record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and page is indexed. This book contains 80 double pages of ledger paper with 16-page index, size, 10½x15½ inches, well bound with cloth covers and keratol back and corners. Shipping weight, 4 lbs. Order Form No. 24. Price, \$4.00.

Shippers Record Book. This book is designed to save labor in handling grain shipping accounts and gives a complete record of each car shipped. Its 80 double pages of ledger paper, size 9¼x12 inches, provide spaces for 2,320 carloads. Wide columns provide for the complete record of all important facts of such transactions under their respective heads. Bound in heavy cloth with keratol back and corners. Shipping weight, 2½ lbs. Order Form 20. Price \$3.00.

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